The Bombay Gazette.

No. 6,240.—New Series. BOMBAY:—MONDAY, FEBRUARY 12, 1866. Annual Subscription in advance...Rupees Fifty-Two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For a year in advance, delivered in Town	Rs. 52	0
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Second insertion	„ 0	4
Third and succeeding insertions	„ 0	2
Domestic Occurrences each	„ 1	0

DOMESTIC OCCURRENCES.

The charge for notifying a Domestic Occurrence is One Rupee.

BOMBAY.

BIRTH.

BOUSTEAD—January 28th, at Kurrachee, Scind, the wife of Assistant Surgeon R. Boustead, of Her Majesty's Bombay Army, of a daughter.

MARRIAGE.

FLOOD—ETRIDGE—January 29th, at Bombay, at the Scotch Kirk, by the Rev. D. M—ephe son, Mr. Edward Richard Flood, Inspector of the Bombay Police Force, to Miss Georgiana Mary Etridge, fifth daughter of the late Mr. George Etridge of Madras.

DEATH.

ASHBURNER—January 9th, at Cheltenham, Annie, the wife of C. E. Ashburner, Esq., late of Bombay.

BENGAL.

BIRTH.

LOWIS—January 31st, at Furreedpore, the wife of E. E. Lowis, Esq., C. S., of a son.

SHIPPING.

STEAM COMMUNICATION WITH THE PERSIAN GULF.

THE British India Steam Navigation Company (Limited), under mail contract with Government, despatch a Steamer from Bombay to the Persian Gulf every month as follows, touching at Muscat, at Bunder Abbas, Bushire, and Bussorah on the following dates:—

Leave	Bombay	3rd	Leave Bussorah	17th
„	Muscat	7th	„ Bushire	19th
„	Bunder Abbas	9th	„ Bunder Abbas	23rd
„	Bushire	12th	„ Muscat	26th
Arrive	Bussorah	14th	Arrive Bombay	29th

The Steam Ship "PENANG," 857 tons, 160 H. P., Dr McCallum, Commander, will be despatched as above on 3rd March.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

Interchanging Cargo at Kurrachee by the first available Steamer to and from Sukkur, Mooltan, Lahore and Umritsur, with the Oriental Inland Steam Company's Steamers.)

THE British India Steam Navigation Company (Limited), under contract with Government, despatch a Steamer with mails, passengers, and cargo to Kurrachee twelve hours after arrival of the P. and O. Company's Mail steamers from Suez.

DATES OF DEPARTURE.

From Bombay about .... 11th and 25th.
Kurrachee on .... 10th and 25th.

The steam ship "KURRACHEE," 700 tons, 140 H. P., A. Cottier, Commander, will be despatched as above, twelve hours after the arrival of the next Overland Mail.

N. B.—When the English Mail arrives betwixt 6 P. M. and 6 A. M. the Kurrachee Steamer sails punctually twelve hours after, but when it arrives betwixt 6 A. M. and 6 P. M. it is despatched at 7 the following morning; this is to avoid Passengers embarking at night. When the sailing time falls upon a Sunday, the Steamer is despatched at 7 A. M. on the Monday morning.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

(Interchanging by the Steamer of the First, Passengers and Cargo at Galle to and from Singapore, Saigon, Batavia, Hongkong, Shanghai, and Yokohama.)

THE British India Steam Navigation Company (Limited), under contract with Government, despatch Steamers as above twice a month, with Mails, Passengers and Cargo, on the following dates:—

Leave	Bombay	1 &	15	Leave	Calcutta	1 &	15
„	Carwar	2	16	„	Bimlipatam	4	18
„	Mangalore	3	17	„	Vizagapatam	4	18
„	Cannanore	4	18	„	Coconada	5	19
„	Calicut	4	18	„	Masulipatam	6	20
„	Cochin	5	19	„	Madras	10	24
„	Tuticorin		20	„	Negapatam	11	25
„	Colombo		21	„	Colombo		28
„	Negapatam	10	24	„	Tuticorin		29
„	Madras	15	30	„	Cochin	16	1
„	Masulipatam	16	1	„	Calicut	16	1*
„	Coconada	17	2	„	Cannanore	17	2†
„	Vizagapatam	18	3	„	Mangalore	18	3
„	Bimlipatam	18	3	„	Carwar	19	4
Arrive	Calcutta	20	5	Arrive	Bombay	20	5

* Morning. † Evening.

The Company cannot guarantee that the Steamers will always leave the intermediate Ports on the above dates, but every effort will be made to ensure their doing so.

The steam ship "INDIA," 1,040 tons, 250 H. P., J. T. Lewis, Commander, will be despatched as above, on 15th February, at noon.

The Steamers leaving Calcutta and Bombay on the 15th of the month, call at Tuticorin and Colombo, and the steamers of the 1st at Galle, as above, interchanging Passengers and Cargo with the French Company's Steamers.

This route is the most expeditious and economical for passengers for the Neilgherrie district, Bangalore, and Madras, who can land at Calicut for Beypore, and proceed from thence by rail.

Passengers for Calcutta can take the same route, picking up the steamer at Madras.

Passengers for Rangoon, Akyab, or Moulmein can proceed by the Steamers of the 15th, and tranship to the Rangoon Mail Steamer which leaves Madras on the 3rd.

W. NICOL & Co., Agents.

STEAM TO ADEN, HODEIDA, JEDDAH AND SUEZ, via THE PERSIAN GULF.

(Taking Cargo and Passengers for Muscat, Bunder Abbas and Bushire.)

THE British India Steam Navigation Company (Limited) will despatch the Steam-ship "AUSTRALIAN," 1500 Tons, 300 H. P., C. C. D. Hutcheson, Commander, as above, on SATURDAY, the 17th February.

W. NICOL & Co., Agents.

BOMBAY, COAST, AND RIVER STEAM NAVIGATION COMPANY (LIMITED).

THE Bombay Coast and River Steam Navigation Company Limited) will, until further notice, despatch Steamers ONCE A WEEK to and from the MALABAR COAST, calling at the intermediate Ports, on the following days:—

DOWN STEAMERS.			UP STEAMERS.		
Bombay	..Dep.	Saturday.	Cochin	..Dep.	Saturday.
Rutnagherry	„	Sunday.	Beypore	„	Sunday.
Vingorla	„	Sunday.	Calicut	„	Sunday.
Goa	„	Monday.	Tellicherry	„	Monday.
Carwar	„	Monday.	Cannanore	„	Monday.
Compta	„	Monday.	Mangalore	„	Tuesday.
Mangalore	„	Tuesday.	Compta	„	Wednesday.
Cannanore	„	Wednesday.	Carwar	„	Wednesday.
Tellicherry	„	Wednesday.	Goa	„	Wednesday.
Calicut	„	Wednesday.	Vingorla	„	Thursday.
Beypore	„	Wednesday.	Rutnagherry	„	Thursday.
Cochin	..Arr.	Thursday.	Bombay	..Arr.	Friday.

The Steamer "LORD CLYDE," will be despatched in accordance with the above table on SATURDAY, the 17th instant, at 2 P. M.

J. A. SHEPHERD, Manager.
Elphinstone Circle, 29th January 1865.

STEAM TO AND FROM MANDAVEE.

THE Bombay Coast and River Steam Navigation Company (Limited) will despatch a Steamer from Bombay to Mandavee on the 1st, 10th and 20th of every month, and from Mandavee to Bombay on the 6th, 16th and 26th of every month;—

Calling at Veraval,
Mangarole,
Pore Bunder,
Dwarka,

each way. For Freight or Passage apply at the Office of the Manager.

J. A. SHEPHERD, Manager.
Elphinstone Circle, Bombay, 10th November 1865.

STEAM TO GOA ONCE A WEEK, CALLING AT HURNEE, UNJUNWELL, JYGHUR, RUTNAGHERRY, JYTAPORE, MALWAN AND VINGORLA EACH WAY.

THE Bombay Coast and River Steam Navigation Company (Limited) will despatch their new and fast paddle wheel Steamer "KARANJAH," every WEDNESDAY, calling at the above Ports each way; and leaving Goa every SATURDAY.

For Freight or Passage apply at the Company's Office.

J. A. SHEPHERD, Manager.
Bombay, Elphinstone Circle, 29th January 1866.

STEAM TO ADEN, HODEIDAH, JEDDA, AND SUEZ.

THE Bombay Coast and River Steam Navigation Company (Limited) will despatch the Steam-ship "SIR BARTLE FRERE," as above on the 21st February.

For Freight or Passage (Natives only), apply at the Office of the Company.

J. A. SHEPHERD, Manager.
Bombay, Elphinstone Circle, 19th January 1866.

FOR LIVERPOOL.

THE IRON SHIP COMPANY (LIMITED).—NOTICE.—The Company's new First Class Ship "OOMRAWUTTEE," R. Baxter, Commander, under engagement to sail on the 20th February, has very superior accommodation for Passengers.

J. A. SHEPHERD, Manager.
Bombay, Elphinstone Circle, 19th January 1866.

FOR LIVERPOOL.

(To sail about 12th proximo)

THE favourite Iron Clipper ship "EVELYN," 1178 tons register, John Boag, Commander. This fine Vessel has superior accommodation for Passengers and will be despatched as above. For Freight or Passage apply to

Bombay, 30th January 1866. W. NICOL & Co.

FOR LONDON.

(Under engagement to H. M.'s Government.)

TO SAIL ABOUT 14TH INSTANT.

THE favourite passenger ship "COUNTESS RUSSELL," 965 tons register, John Thomson, Commander, has superior accommodation for passengers, and will be despatched as above. For Freight and passage apply to

W. NICOL & Co.,
Agents of ship *Countess Russell*.
Bombay, 6th February 1866.

FOR LIVERPOOL.

THE BOMBAY SHIPPING COMPANY (LIMITED).—NOTICE.—The new Iron Ship "COWASJEE JEHANGHIER," Knight, Commander, will sail about the 25th February. This Vessel has excellent accommodation for Passengers.

RITCHIE, STEUART & Co.,
Bombay, 31st January 1866. Secretaries and Treasurers.

OVERLAND FREIGHT ROUTE.

STEAM TO ADEN, SUEZ AND LIVERPOOL.

THE Bombay and Bengal Steam Ship Company (Limited) will despatch steamers to Suez about the 4th and 20th of each month calling at Aden. Returning steamers will leave Suez about the 3rd and 19th of every month. Through Bills of Lading to Liverpool (by steamer from Alexandria) will be granted by the undersigned, and from Liverpool to Bombay by the Company's Agents in England.

The Company is prepared to issue THROUGH TICKETS to Liverpool at the following rates:—

First Class ....£60 } Exclusive of Wines and
Second Class ....£35 } Railway Transit in Egypt.

TO SUEZ.

First Class ....£45 }
Second Class ....£45 } „

For Freight or Passage apply to Messrs. Reynolds, Mann & Co., 19, James Street, Liverpool; or No. 3, East India Avenue, Leadenhall Street, London; Messrs. Tod, Rathbone & Co. Alexandria; or the undersigned at Bombay.

STEARNS, HOBART & Co.,
Treasurers and Managers.
B. and B. S. S. Company (Limited.)

STEAM TO KURRACHEE.

NOTICE.—The Bombay Coast and River Steam Navigation Company (Limited) will despatch their Steamer "GENERAL HAVELOCK" to Kurrachee on THURSDAY the 15th instant. For Freight or Passage apply at the Company's Office.

J. A. SHEPHERD, Manager.
Elphinstone Circle, Bombay, 8th Feb. 1866.

STEAM TO TRIESTE.

UNDER arrangements entered into with the Austrian Lloyds' Steam Navigation Company, the undersigned are now prepared to book both passengers and cargo THROUGH to Trieste.

For Passengers.

First Class ....£ 64 10 0 } Including Railway
Second Class .... „ 37 5 0 } Transit in Egypt.
Third Class .... „ 23 5 0 }

Further particulars and rates of freight can be learned at the Office of STEARNS, HOBART & CO., Treasurers and Managers, B. & B. S. S. Co. Limited.

Bombay, 6th February 1866.

STEAM TO KURRACHEE.

THE British India Steam Navigation Company (Limited) will despatch the new Steam-ship "MARTABAN," 650 Tons, 150 H. P., Commander C. Tickell, to Kurrachee, as an extra Steamer, on 15th February.

W. NICOL & Co., Agents.

STEAM TO SUEZ.

THE Peninsular and Oriental Steam Navigation Company's Steamship "CARNATIC," (1,776 Tons, and 400 H. P.,) Captain Rennoldson, will be despatched for Aden and Suez on WEDNESDAY, the 14th February, at 8-30 A.M., from Mazagon, carrying Mails and Passengers for England.

Last Shipping day, Saturday, the 10th instant, after which no Cargo will be received on board.

G. F. HENRY, Superintendent.
P. and O. S. N. Co.'s Office, Bombay, 2nd February 1866.

N. B.—Parcels will not be received in this Office after 2 P. M. on the 10th instant.

Shippers of Cargo on the Company's Blank Bills of Lading are particularly requested to note the terms and conditions of these Bills of Lading, with reference to the transhipment and forwarding of Cargo, with a view to the adequateness of their Insurance Policies in respect of the same.

It is requested that all heavy Baggage be sent to the Company's Dockyard at Mazagon before 3 P. M. on Tuesday 13th, in order that it may be weighed and labelled before being sent on board.

It is necessary that a Custom House Pass should accompany all Baggage so forwarded.

A large Boat will be provided for the conveyance of Passengers to the Steamer, and will leave the Mazagon Bunder at 8 A. M. precisely on Wednesday morning.

STEAM TO POINT DE GALLE, PENANG, SINGAPORE, AND HONGKONG.

THE Peninsular and Oriental Steam Navigation Company's Steam ship "OTTAWA," 1,274 tons, and 200 H. P., Captain Eastley, will be despatched for the above Ports on THURSDAY, the 15th Feb. at 9 A.M., from Mazagon, taking also Cargo and Passengers for Madras and Calcutta.

Last Shipping day Monday, the 12th. No brokerage will be allowed on any chest of Opium for which receipt is not in the Company's Office by 10 A. M. on the 13th instant.

G. F. HENRY, Superintendent.
P. and O. S. N. Co.'s Office, Bombay, 2nd February 1866.

Shippers of Cargo on the Company's Blank Bills of Lading are particularly requested to note the terms and conditions of these Bills of Lading, with reference to the transhipment and forwarding of Cargo, with a view to the adequateness of their Insurance Policies in respect of the same.

FOR LIVERPOOL.

THE ship "LADY FRERE," 1,138 tons register, will be despatched as above. For Freight or Passage apply to RUSTOMJEE JAMSETJEE JEJEEBHOY & Co.

Bombay, 11th December 1865.

FOR LIVERPOOL.

To follow the Oomrawuttee.

THE Iron Ship Company's (Ld.) new and magnificent Ship "HYDRABAD," (considered by competent judges the finest merchant ship afloat), J. Harley, R.N.R., Commander, to sail about the 20th March, has very superior accommodation for Passengers. For Freight or Passage apply at the Company's Office.

J. A. SHEPHERD, Manager.
Elphinstone Circle, 5th Feb. 1863.

NOTICES.

NOTICE.—Consignees of Cargo per Ship *Norval*, arrived from London, are requested to despatch Boats at once to take delivery; otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co., Agents of Ship *Norval*.
Bombay, 6th February 1866.

NOTICE.—CONSIGNEES of Cargo, per Ship "CITY OF TANJORE," arrived from Glasgow, are requested to despatch Boats at once to take delivery; otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co.,
Agents of Ship *City of Tanjore*.
Bombay, 9th February 1866.

NOTICE.—Consignees of Cargo, per Swedish Ship *Theitis*, from Hongkong, are requested to send Boats alongside immediately for their respective goods as they come to hand, failing which it will be landed by the Captain at the risk and expense of the concerned. Consignees are further requested to take notice, that Captain Peytz will not be responsible for the condition of any package after it leaves the Ship's deck.

M. G. PEYTZ, Commander.

THE IRON SHIP COMPANY (LIMITED). —NOTICE.—Pursuant to a Resolution of the Directors, dated the 16th of May 1865, the undermentioned thirty-two SHARES in this Company were absolutely forfeited for the benefit of the Company:—

Nos. 35, 49, 59, 60, 70, 84, 85, 116, 117, 151, 174, 186, 219, 221, 251, 273, 288, 296, 297, 312, 341, 349, 351, 361, 395, 396, 434, 442, 445, 453, 471, 473.

By order of the Directors,
J. A. SHEPHERD, Manager.
Elphinstone Circle, Bombay, 7th February 1866.

MR. JOHN H. WILLY, Pianist, Organist, and Tuner, (formerly Pianist with the celebrated Distin Family) begs to announce that he will be happy to give instructions on the PIANO, TUNE PIANOS, and attend EVENING PARTIES, either as ACCOMPANYIST or for DANCE MUSIC. All Communications addressed to Mr. Willy, No. 38, Medow Street, Fort, will be punctually attended to.

TERMS.	Rs.	A.	P.
Two Lessons per week, one hour each Lesson, per month...	30	0	0
One Lesson per week, ditto ditto	20	0	0
Attending Evening Parties	20	0	0
Tuning Pianofortes, including a second visit	7	0	0

THORNHILL & Co., Opticians, Engravers &c., Medow Street, Bombay. Established 1850

FROM BOSTON, by Ice Ship *Milton*, to arrive in April—

150	Bbls and half Bbls Apples,
100	Bbls Flour,
200	Do. Rosin,
300	Cases Naptha,
100,000	feet Lumber,

FOR SALE to arrive by BENJ. F. FIELD, Jr., Agent Tudor Co.

THE undersigned are prepared to supply the Shipping in harbour with STONE BALLAST on 24 hours' notice, also RUBBLE, EARTH, or SAND, to Reclamation Companies, &c., at moderate charges.

T. BURKE & Co., Contractors.
317, Lower Colaba, opposite the Telegraph Office, or No. 11, Kalbadavee Road, 25th January 1866.

DUNCAN ROAD IRON WORKS.—J. RANKIN & Co., Engineers and Boiler-makers, Engine, Ship and General Smiths, Cast Iron and Brass Founders.

R. PARTRIDGE, Red Boot Mart, has always in stock a select assortment of Boots and Shoes. All orders executed at shortest possible notice.

Just received, a consignment of DRESS and WALKING BOOTS.

No. 2, Hummum Street, Fort.

THE ALLIANCE FINANCIAL CORPORATION (LIMITED).—NOTICE is hereby given that the SECOND CALL of Rupees Fifty (50) per Share is payable at the Bank of Bombay on or before the 1st February 1866, in accordance with the terms of a Resolution passed at a Meeting of the Directors held this day.

By order of the Board,
PHILIP H. CURRAN, Acting Secretary.
Bombay, 20th Dec. 1865.

MERCANTILE CREDIT AND FINANCIAL ASSOCIATION (LIMITED).—PRELIMINARY NOTICE.—NOTICE is hereby given, that the affairs of this Company will be wound up voluntarily at GENERAL MEETING, when Resolutions to the following effect will be proposed:—

I. That inasmuch as a very small number of Shareholders only have paid the Second Call made on the 11th April 1865, it is resolved that the same (with Interest at 9 per cent per annum) be restored to them.

II. That a Liquidator be appointed to realize and distribute the Assets amongst those of the Original Shareholders or their representatives, who shall have delivered up to the present Manager their Allotment Letters or Share Certificates, on or before the 25th March 1866.

J. S. WEATHERHEAD, Manager.
11, Meadow Street, Bombay, 10th January 1866.

NOTICES.

ELPHINSTONE HOTEL, BOMBAY, entirely under *English Management*, affords superior accommodation, of every description, at moderate charges.

The *Sleeping Apartments* are furnished throughout, in a manner which cannot fail to secure to all Visitors those comforts which it has been the great aim to provide.

The *Dining Hall*, with accommodation for at least eighty persons, is handsomely furnished and well lighted, and the *Table* and its appointments will be found superior to any in Bombay.

The *Drawing Room*, 50 feet by 34 feet, is elegantly furnished and tastefully arranged for the comfort of *Ladies* and their families.

The *Hotel* is delightfully situated on an elevated site in the *Mount Road*, only five minutes' drive from *Byculllah Railway Station*, and ten minutes' from *Mazagon Bunder*.

A large *Boat* meets the *Mail Steamers*, and Carriages are provided for the conveyance of *Passengers* to the *Hotel*.

H. T. MARTIN, Manager.
Bombay, 1st November 1865.

BENGAL CREDIT MOBILIER (LIMITED).—NOTICE is hereby given, that the TRANSFER BOOKS of this Company will be CLOSED from 13th instant to 5th proximo, both inclusive, in terms of Sec. 14 of the Articles of the Association.

By order of the Directors,
J. J. COGSWELL, Manager.
Calcutta, 5th February 1866.

THORNHILL & Co., JEWELLERS, receive by each Mail Steamer from their London House the most fashionable additions to their Stock of Jewellery. Articles in Indian Gold made to order.

Medow Sreet, Established 1850.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.—(Incorporated by Royal Charter and Act of Parliament.—The undersigned are prepared to accept risks against Fire on buildings possessing the necessary requisites, at the lowest rates of premium.

W. NICOL & Co., Agents.
Bombay, January, 1866.

B. H. CAMA'S TRUST.—All Persons having Claims against the Estate of Mr. B. H. CAMA, are hereby requested to send in full statements of the same to the undersigned on or before the 15th February next.

In making up the Statements Creditors are requested not to take credit for the value of Securities they may hold and not to calculate interest since the 17th May last. The undersigned, however, requests that a separate Memo of Securities held may accompany the Statement of Claims.

No claims sent in after the 15th February can be entertained.

Debtors to the Estate are hereby also notified that unless payment be made forthwith, legal measures will be taken against them without further notice.

J. L. BRODIE,
Manager to the Trustees of Mr. B. H. Cama's Estate.
Bombay, 16th January 1866.

THE BOMBAY COMMISSION AGENCY AND BANKING CORPORATION (LIMITED).—NOTICE is hereby given, that the FIRST ORDINARY GENERAL MEETING of this Corporation will be held at its Office, No. 1, Oak Lane, on WEDNESDAY, the 14th February 1866, at 3 P. M., for the transaction of the following business:—

1st. To receive the Report of the Directors and the Balance Sheet up to 31st January 1866.

2nd. To consider the advisability of voluntarily winding up or continuing the Corporation.

3rd. To appoint Liquidators in the event of the proposal of winding up the Corporation being adopted.

By order of the Directors,
ANUNDRAO BAPPOO, Secretary.
Bombay, No. 1, Oak Lane, 18th January 1866.

BOMBAY EDUCATION SOCIETY.—A GENERAL MEETING of the BOMBAY EDUCATION SOCIETY will be held in the Boys' School, Byculla, on MONDAY, February 12th, 1866, at 11 A. M.

HIS EXCELLENCY the GOVERNOR in the Chair.

The Annual Report will be presented at this Meeting, and the state of the Society's finances will be discussed.

The attendance of all Members of the Society is particularly requested.

By order,
ALFRED PHILLIPS,
Secretary, Bombay Education Society.
Byculla, 2nd February 1866.

THORNHILL & Co., WATCHMAKERS, are constantly renewing their Stock of Gold and Silver Watches by McCabe, Thornhill Brothers, John Jones, and other eminent makers. Gold and Silver Genevas, also English and Foreign Clocks, in great variety.

Medow Street, Bombay. Established 1850.

POONA SEMINARY.—

A sound English Education.
Abstract and applied Sciences.
The Sacred and Classical Languages.
The Vernaculars of the Presidency.
Vocal Music and Drawing.
Mental, Moral, and Physical Training.
Commodious Premises in a healthy and open locality.

For prospectuses apply to HENRY P. CASSIDY, Poona.

GRAM.—The undersigned—having on hand a large stock of superior qualities of GRAM—is now in a position to supply any quantity at the most reasonable rates. Contracts for 6 or 12 months' samples and prices may be obtained on application to

AUBREY PARTRIDGE,
22, Rampart Row.

GUNS AND RIFLES FOR SALE.—Just landed, a consignment of Guns and Rifles, by Messrs. E. M. Reilly and Co., 12, 14, 15, 16, and 24 bore, at prices ranging from Rs. 130 to Rs. 400.

Cartridge Cases and Wads.
Air-butt Guns, with Rifle and Shot Barrels.
Army Regulation Swords.

AUBREY PARTRIDGE,
22, Rampart Row.

A CARD.

MR. ADOLPH GABRIEL,
DENTIST.
No. 4, Hornby Row, Fort.
At Home daily from 10 A. M. to 5 P. M.
CONSULTATIONS GRATIS.

THE BOMBAY COMMISSION AGENCY AND BANKING CORPORATION (LIMITED).—NOTICE is hereby given, that the TRANSFER BOOKS of the above Corporation will be CLOSED from the 1st to 14th February 1866, both days inclusive.

By order of Directors,
ANUNDRAO BAPPOO, Secretary.
Bombay, No. 1, Oak Lane, 22nd January 1866.

MAZAGON LAND AND RECLAMATION COMPANY (LIMITED).—TENDERS will be received by the undersigned up to noon of MONDAY, the 12th instant, for the following works:—

1st. For the supply of 5,000 Brass of Sand, Earth, of other filling material to be brought in by boats and deposited where directed by the Company's Engineer for reclaiming land north of the Company's temporary Pier.

2nd. For the supply of 5,000 Brass of Sand, Earth, or other filling material to be brought in by boats and deposited where directed by the Company's Engineer for reclaiming land south of the Company's temporary Pier.

3rd. For excavating the Hill on the Company's property and loading and discharging the same, the Company finding Railway Plant, Waggons, Engine, &c.

Tenders will be received only in the form which can be obtained on application at the Company's Offices, where also may be seen plans and sections, as well as specifications, of the work to be done; and as payments will be made according to actual land reclaimed, the party whose Tender may be accepted will be at liberty to have the sections checked, failing which he will be bound to accept those taken by the Company's Engineer.

MACINDOE, ROGERS & Co.,
Secretaries and Treasurers.
Bombay, 2nd February 1866.

NOTICE—CHUNAM!! Companies, Contractors, or other Parties in Bombay can be supplied with CHUNAM of the best description, from the "Verawul Harbour Works," at moderate prices. Applications to be addressed to EDWARD BALIOL SCOTT, Esq., Consulting Engineer, Verawul Kattywar.

Samples of the CHUNAM may be procured at Messrs. SOONDERJEE, NANJEE & Co., Bazaar Gate, Bombay.

CENTRAL INDIA FINANCIAL CORPORATION (LIMITED).—NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the Shareholders of the above Corporation will be held at the Registered Office of the Corporation, No. 15, Meadow Street, on TUESDAY, the 6th proximo, at 3. P. M., to confirm the following Resolutions passed at an Extraordinary General Meeting of the said Shareholders on the 5th instant:—

1. That the Corporation be wound up voluntarily.
2. That Mr. Kashaorao Bhaskerjee and Mr. M. Roonan be appointed Liquidators. The former at a remuneration of two per cent. on the amount distributed, and the latter without any further remuneration beyond his salary as Manager.

By order,
M. ROONAN, Manager.
Bombay, 6th February 1866.

EX "MONMOUTHSHIRE," "A 5 ton STEAM TRAVELLING CRANE, by J. Taylor and Co., Liverpool.

Two (2) 3 ton Travelling Cranes by Cowans, Sheldon and Co, Carlisle; also Crab Winches, Chains, Blocks, and other Contractors' Plant.

Lately received—Horizontal Steam Engines and Boilers, with all the latest improvements.

Daily expected, per "Norval," Steam Pumping Engines and Fire Engines, by Shand, Mason and Co.

Suction Hose, Delivery Hose, &c.

A lot of very superior English Leather Belting, from 2 to 6 inches wide, daily expected.

Portland Cement.
Cast Iron, Wrought Iron and Lead Pipes.
Gas Chandeliers and Fittings.

Orders registered for galvanised corrugated Iron.

FLETCHER & MITCHELL.
Metal Mart, 30th January 1866.

COORLA SPINNING & WEAVING COMPANY.—The HALF YEARLY GENERAL MEETING of the Shareholders of the Coorla Spinning and Weaving Company (Limited) will be held for the transaction of the following business at the Offices of Messrs B. & A. Hormusjee, Elphinstone Circle, on SATURDAY the 24th February at 2 P. M.:—

1. To receive the Directors' Report.
2. To elect two Directors in the place of Ardaseer Hormusjee and F. A. Spencer, Esquires, who retire by rotation, but are eligible for re-election.

By order of the Board,
JOHN SYKES, Manager.

NOTICES.

MESSRS. BADHAM & COMPANY, HOSIERS, GLOVERS AND GENERAL WAREHOUSEMEN, APOLLO HOUSE, BOMBAY.

SUCCESSIVELY appointed by the late Earls CANNING and ELGIN, and by the present Viceroy and Governor General of India SIR JOHN LAWRENCE, G. C. B.

Have much pleasure to inform their Constituents that they have opened at Bombay in the above premises. Mofussil orders will have their special attention.

BADHAM'S White Zephyr Shirts, per dozen Rs. 40, 45, 50, 55, 60 and 65. Universally worn in India.

BADHAM'S Silk and Wool Shirts, Rs. 9-8 each.
BADHAM'S Pure Wool, Rs. 9-8 each.
BADHAM'S Cashmere, Rs. 10 each.
BADHAM'S Pure Spun Silk, Rs. 12-8 each.
BADHAM'S Zingary and other Printed Cricketting Shirts, Rs. 10 each.
BADHAM'S Regatta Shirts, Rs. 10 each.
BADHAM'S Racket Suits, Rs. 20 each.
BADHAM'S Silk and Wool Sleeping Suits, Rs. 20 each.
BADHAM'S Regent, Dux, Indian and Military Collars, Rupees 7 per dozen.
Systeme Jourvins best French Kid Gloves, Rs. 2-12 per pair.
White Kid Gloves, Rs. 1-12 per pair.
Dog Skin, Rs. 2-12 per pair.
Buck and Doe, Rs. 3-12 per pair.

Overland Trunks, 2 feet 6, 2 feet 9, and 3 feet, Rs. 26, 28, and 30.
Railway Portmanteaus, Courier Bags and Hat Cases.
LINCOLN and BENNET'S Black Silk Hats.
ELLWOOD'S Helmets, Oxford, and Shooting Hats.
CHRISTY'S Melton, Oxford, Straw, and Tweed Hats.
BADHAM'S Prize Medal Hosiery.
BADHAM'S Catalogue is ready, and will be forwarded on application.

Badham & Co., Apollo House, Bombay.

THE BOMBAY ALMANACK & DIRECTORY

THE Bombay Almanack and Directory is the OLDEST, LARGEST, CHEAPEST, and BEST Book of Direction and Reference published in India.

NEARLY NINE HUNDRED PAGES.—*Price Rs. 7, exclusive of Postage.*

THE ABRIDGED EDITION, containing upwards of 260 pages, *Price One Rupee and a half, exclusive of Postage.*

CHARLES MONNET & Co., COMMISSION, MESS, AND GENERAL AGENTS FOR ENGLISH AND FOREIGN GOODS.

1, MEADOW STREET, FORT.

C. M. & Co., having commenced business as above, request the favour of the patronage of the inhabitants of Bombay and the Presidency. Their business will be conducted under the management of Mr. Gustave Monnet, whose experience in India, and trade connexions in Europe, offer a sure success for all commissions entrusted to the Firm. The public are invited to inspect the stock of useful and ornamental articles now on view at their establishment. The following list give a portion of the stock now available: Leather Trunks, Travelling and Courier Bags, Carpet and Water Proof Bags, Railway and Carriage Wrappers (Waterproof and otherwise), Witney Blankets, Morocco Skins, Patent Velvet Rugs, Patent enamelled iron Cooking and Washing Utensils, Japanned Cash and Deed Boxes, Toilet Combs, Brushes, &c.; Ladies', Gentlemen's, and Children's Boots and Shoes; Clothes, Horse, Carpet, Plate, Paint, &c., Brushes, Inkstands, Pens, Penholders, Lead and Slate everpointed Pencils, Portable Writing Cases, Letter-weighing Machines, Patent Keyless Padlocks, Adult and Young Gentlemen's Tool Chests, Meerschaum and Briarwood Pipes, Tobacco Pouches, Cheroot Cases, Pipe Stems, Cheroot-holders, Match and Fusee Boxes, Tobaccos, Riding and Driving Whips, Walking Sticks in great variety; Walking Stick Campstools, Single and Double Harness, Bridles and Girths, Electro-plated Ware, Gentlemen's Doe Skin Driving Gloves, Gentlemen's Braces, Portable Dressing Cases, Hand Mirrors of sizes, Corsets and Crinolines, Hair Nets (plain and fancy), Tortoiseshell Bracelets, Jet Chains; Guns, Rifles and Revolvers, from best London Makers, Powder and Shot, Flasks and Belts, Powder Cannisters, Powder Measures from 2½ to 5 drms, Patent Cartridge Fillers, Patent Rifle-shot and Game Markers, Patent Cap Holders, Dog Calls and Collars, Drinking Flasks with Cups, Hunting Knives; a first class Electro-plated Telescope in Mahogany case, complete, with Stand, &c. (very handsome) by Bland, London; a powerful Microscope in case complete with objects, Microscopic Portraits &c.; the Game of Croquet; Parlour Battledoor and Shuttlecock; a large assortment of Toys; Fancy and Carriage Clocks; a small collection of first Class English Gold and Silver Watches, highly recommended.

Out-Station orders promptly and carefully attended on receipt of remittance.

Bombay, 8th February 1866.

WE beg to inform the public that MR. MANOCKJEE CURSETJEE CAMA and MR. JAMSETJEE PALLONJEE cease to be partners in our firm from THIS DAY.

DADABHAI NAOROJI & Co.
London, 1st January 1866.

TO CONTRACTORS AND OTHERS.—FOR SALE, a quantity of very superior ROMAN CEMENT. Apply to ALEX. C. BRICE & Co.

28, Meadow Street, Bombay, 31st January 1866.

BYCULLA OIL MILLS.—The above Mill, being in daily work, Raw and Boiled Linseed Oils, and Linseed Cake,—"an excellent, nutritious, and cheap food for Horses and Cattle"—can be supplied in any quantities at the Mills, Bellasis Road, Byculla, or at Messrs. Rogers & Co., Fort.

NOTICE TO SHAREHOLDERS IN THE BOMBAY RECLAMATION COMPANY (LIMITED).—New water marked SHARE CERTIFICATES can be had in exchange for the old ones on application to

GEORGE WHITLEY, for Secretaries.
15th January 1866.

THE ORIENTAL SHIP OWNING ASSOCIATION (LIMITED).—FIRST DISTRIBUTION OF ASSETS.—NOTICE is hereby given, that a first DISTRIBUTION OF ASSETS of the above Company, amongst the Shareholders thereof, at the rate of Rupees 150 per Share (subject as to Shareholders indebted to the Company to the payment of all debts due from them to the Company), will be made on and after the 2nd February next, at the Company's Office, No. 31, Meadow Street, Fort, between the hours of 12 and 3. Production of the SHARE CERTIFICATES will be required.

S. P. FRAMJEE, } Liquidators.
D. BYRAMJEE, }
Bombay, 18th January 1866.

THE NATIONAL FINANCIAL OF INDIA (LIMITED).—Whereas at an Extraordinary General Meeting of the Shareholders of the above Association duly held on the 12th ult., it was resolved that the Special Resolutions first passed at an Extraordinary General Meeting of the said Shareholders held on the 29th June last, that the Company be wound up voluntarily and the undersigned were duly appointed Liquidators be confirmed.

Notice is hereby given to all debtors of the said Company forthwith to pay their several debts to the undersigned as such liquidators, and all persons claiming to be creditors of the said Company are hereby required forthwith to forward to the undersigned a statement of their several claims for investigation.

W. CRISTNA SINOY,
NARAYEN SAZBA.
Liquidators National Financial of India (Limited).
Bombay, 5th August 1865.

TREACHER & Co. (LIMITED).—NOTICE is hereby given that a DIVIDEND at the rate of 18 per cent. per annum will be paid (on all paid up Calls up to 30th September 1865) on and after 10th January 1866.

By order of the Board,
W. H. SARGENT, Secretary.

With reference to the above Notice, Shareholders are requested to produce their Certificates of Shares or Memorandum of Transfer when applying for the Dividend.

By order of the Board,
W. H. SARGENT, Secretary.

WASHING MADE EASY!—Instead of wearing and beating the clothes to shreds on flat stones use Harper Twelvetrees' Glycerine Soap Powder in washing. The expedition, ease, and economy are truly surprising! Scarcely any rubbing and beating is required, and a little child may use it. Wholesale Agent: Mr. G. B. GLADDING, Old Police Office, Forbes Street, Bombay.—RETAIL AGENTS WANTED.

NOTICE is hereby given, that the Government Firewood, Timber, and sorted Teak Rafters, &c., the cuttings of 1863-64 and 1864-65, now lying in the Forests in the several Talookas in the Principal Division of the Tanna Collectorate, will be sold by Public Auction at the Collector's Office, Tanna, on THURSDAY the 15th February 1866 at 11 A. M.

Conditions of sale and further particulars can be obtained on application at the Collector's Office, Tanna.

E. P. DOWN, Acting Collector.
Tanna, Collector's Office, 8th January 1866.

THE EAST INDIA LAND, CREDIT, AND FINANCE COMPANY (LIMITED).

SUBSCRIBED CAPITAL £1,000,000 in 20,000 SHARES OF £50 EACH.
PAID UP CAPITAL £200,000.
Invested in Land Mortgage Securities in India upwards of 17 Lacs of Rupees.
HEAD OFFICE, 5, East India Avenue, Leadenhall Street, London.

The Company issue Debenture Bonds under their seal at Bombay for such sums and at such rates of interest as may be agreed upon, which are secured by all the Property of the Company, including the Land Mortgage Securities, as above, and of the uncalled Capital amounting to the sum of £800,000 and receive deposits for fixed periods at the following rates:—

For 3 months at 7 per cent. per annum.
„ 6 months at 9 per cent. per annum.
„ 12 months at 9 per cent. per annum.

And grant Loans upon the security of House and Landed Property and other approved Securities.

CARDWELL, PARSONS & Co., Agents.

ST. ANDREW'S LIBRARY.

ON VIEW.

An etching of the full size of the Engraving now in course of execution by W. H. Simmons of Mr. H. Barraud's fine Equestrian Portraits of—the

PRINCE AND PRINCESS OF WALES.
Artists' Proofs, Rs. 75; Proofs, Rs. 50.
Prints, Rs. 25.
Free of Charges or Duty.

Rampart Row. THACKER, VINING & Co.

NOTICES.

NOTICE is hereby given, that the Interest and Responsibility of MR. WILLIAM FELTON PEEL, in the firm of PEEL, CASSELS and Co., ceases from the 14th of November instant, and that MR. WILLIAM CHRISTIAN has been admitted a PARTNER therein.

PEEL, CASSELS AND Co.
Bombay, 13th November 1865.

GREAT INDIAN PENINSULA RAILWAY.—NOTICE.—An EXPRESS MAIL TRAIN will leave Bombay for Buranpoor and Budnaira five hours after the arrival of each Overland Mail (due to arrive at Bombay respectively about the 9th and 28th of each month, by which accommodation will be afforded at double the ordinary rates of fare for 1st, 2nd and 3rd class passengers.

Residents of Bombay desirous of travelling by this Train are requested to intimate to me a day or two before the anticipated arrival of each Mail, that sufficient accommodation may be provided.

The first Train will run on the arrival of the Mail of the 9th instant, and continue to be run after the arrival of each Mail until further orders.

E. W. KEILY, Junior,
General Traffic Manager.
General Traffic Manager's Office, Bombay, 1st Feb. 1866.

TREACHER AND COMPANY (LIMITED). —NOTICE is hereby given, that Interest at the rate of 20 per cent. per annum will be charged on all UNPAID CALLS from this date.

By order of the Board,
W. H. SARGENT, Secretary.
Bombay, 18th January 1866.

WOULDHAM PORTLAND CEMENT.— The undersigned having been appointed sole Agents of the WOULDHAM CEMENT COMPANY (LIMITED) are prepared to supply Wouldham Portland Cement received direct from the Works in England.

JAMES W. WRIGHT & Co.

NOTICE.—In the matter of Act XIX. of the Legislative Council of India of the year 1857, and in the matter of the Bombay Contract and Building Company, Limited, Notice is hereby given, that a Petition praying for the winding up of the abovenamed Company by the High Court of Judicature at Bombay was on the Fifth day of February One Thousand Eight Hundred and Sixty Six presented to the Honorable Richard Couch, Esquire, acting Chief Justice, by Napoleon Xavier, residing at Byculla, within the Island of Bombay, a Creditor of the said Company; and that the said Petition is directed to be heard before the Honorable the said Richard Couch, Esquire, acting Chief Justice, on MONDAY the 19th day of February, instant, and any Creditors or Contributory desirous of opposing the making of an order for the winding up of the said Company by the said High Court under the above Act, and for staying all actions and suits against the said Company, should appear at the time of hearing abovementioned by himself or his counsel for that purpose. A copy of the Petition will be furnished to any Creditors or Contributory of the said Company requiring the same by the undersigned on payment of the regulated charge for the same.—Dated this 7th day of February 1866.

HENRY S. CARTER,
Solicitor for the Petitioner.

NOTICE is hereby given, that I, MAHOMED HOOSEIN bin NIZAMOODIN CAMBAIKER have contracted to sell all that piece or parcel of land or ground, with the messuage, tenement, or shops and stable and premise standing thereon, situate on the Breach Candy Road, without the Fort of Bombay, containing by admeasurement 247 square yards, be the same little more or less, and assessed by the Collector of Assessment under No. 4, and standing in the name of Shaik Abdulla Culveker; and bounded on the east by the public Breach Candy Road, on the west by vacant ground of Nowrojee Ardaseer Davur, on the south by the Dhobie Tank 2nd Public Street, and on the north by the public private passage and a house belonging to Eduljee Shapoorjee. All persons having any claim on the said property by way of mortgage, inheritance, or otherwise, shall make the same known to me in writing at my Office in Forbes Street, No. 10, within 14 days from the date hereof, after which time the purchase will be completed without reference to any such claim,—Dated this 5th day of February 1866.

CUMROODEEN TYABJEE, Solicitor, High Court.

COFFEE ESTATES IN WYNAAD, MALABAR.—COFFEE ESTATES FOR SALE, comprising about 1,100 acres of Plantation, nearly the whole of which is in full bearing, with very extensive tracts of Jungle Forest and Grazing Land, estimated to comprise several thousand acres.

TO BE SOLD BY AUCTION at Bombay at an early date, of which due Notice will be given, (unless previously disposed of by Private Contract,) subject to the conditions to be then and there produced, in the following 8 Lots:—

LOT 1.—All that very valuable Estate called THE "CULLOOR" ESTATE, situate about 2½ miles from the head of the Tambercherry Ghaut (and connected therewith by a good road), comprising about 300 acres more or less of Coffee in full bearing, with a large and very rich tract of Forest and Grazing Lands of some 1,000 to 1,500 acres.

The Estate is well furnished with permanent buildings and the most approved machinery for curing crop, driven by water power.

The habit of the Plant on this estate is most luxuriant, and its bearing capacity of the highest order.

The crops from this estate may be estimated at 10 cwt. per acre.

LOT 2.—THE "ANNETTE" ESTATE, is adjacent to the Culloor, and comprises about 190 acres in full bearing, and is furnished with a substantial bungalow and temporary buildings and machinery.

LOT 3.—THE "CHARLOTTE" ESTATE, is a young and very promising estate, cut out of the Honnooth Jungles, is distant about 4½ miles from the head of the Tambercherry Ghaut, and is connected therewith by a good road. The cultivated portion comprises about 150 acres, about half of which is in full bearing, and the estate possesses excellent permanent buildings. Large and most valuable Jungle lands, estimated at some 2,000 acres, belong to this property.

LOT 4.—THE "ADELAIDE" ESTATE, situate near Culputty, and comprising about 180 acres of coffee in full bearing, and sundry swamps (the contents of which are most valuable as manure) with some grazing land. This estate is well furnished with permanent buildings of all kinds of the best description, and is amply supplied with the best machinery and working plant. It is opened on the most productive description of soil in the Wynaad, and is in all points second to no estate yet opened in the district.

The first planting was done in 1857 and the last in 1859, so that it is now acquiring its fullest bearing capacity.

The crop of 1863-64 was 110 tons and the crop now on the trees is estimated at 120 tons.

LOT 5.—THE "FIELD" ESTATE, also situate near Culputty and comprising about 150 acres of coffee in the most luxuriant and promising state of growth, and in full bearing for 1866, is well supplied with permanent buildings, machinery and working plant, is well roaded, and otherwise well laid out. The estate is formed on the same description of soil as the Adelaide, has been well managed, and will become a very productive property. There is a fine Jungle of about 250 to 300 acres attached to this property.

LOT 6.—THE "WALLACE" ESTATE, adjoining the Field Estate, opened in 1859, comprising about 100 acres of coffee in full bearing and a large stretch of about 400 acres of superior Jungle Forest and Bamboo and Grazing lands. It is well roaded, and well laid out, and possesses a first class bungalow and other permanent buildings and (in conjunction with the Field Estate) the most approved machinery and buildings for curing crop.

LOT 7.—ONE UNCULTIVATED JUNGLE,—called "Muddikah Mullil," good forest land in the vicinity of the Adelaide Estate.

LOT 8.—ONE UNCULTIVATED JUNGLE,—called "Pallakoonda," situate near the foot of the Tambercherry Pass.

For further particulars and to view the Estates apply in Bombay to Messrs. LECKIE & Co., or in Wynaad to JAMES BOOSEY, Esq., Adelaide Estate, Vythery, near Calicut.

TO BE SOLD BY AUCTION AFTER THE COFFEE ESTATES, IF NOT PREVIOUSLY DISPOSED OF BY PRIVATE CONTRACT.—PLANTATION HOUSE, CALICUT—Situate 3 miles from Calicut, in a compound of about 3 acres planted with fine large mango trees of the best sort, with a good sized terraced garden, with 2 wells, a tank, and a small bungalow in it, stables, coach house, harness room, cow and bullock stalls, piggeries, sheep pens, fowl-house, poultry yard, &c.—all pucka built and tile roofed.

The house is upper storied and double winged, and nearly surrounded with spacious verandahs, both above and below. It faces the west, and contains large drawing room and dining room, 10 bedrooms, some with dressing rooms, all with bath rooms, 4 lower rooms used as offices, and several other rooms on the ground floor, suitable for store rooms, besides kitchens and servants' offices.

At the back of the house are situated the Coffee works, consisting of a very strong and pucka built engine house, tile roofed, with a 12 horse steam engine in perfect order, driving 2 sets of peelers, and 2 sets of winnowers and sizers, connectedly or not, which will peel and size 15 tons of Coffee per day. Also, a first rate 12 feet iron Screw Cutting Lathe, with cutters and tools complete, and a circular Saw Table, with a set of saws and spindle complete, loose and duplicate Machinery of all kinds. Spare sizer machines, and spare sheets of zinc and copper for sizing, 2 blacksmith's forges with English double blast bellows, and all necessary tools for making iron work for Estate use.

Close to the engine house is a garbling shed, 108 feet by 72 feet, chunam floor, and adjoining this shed are 2 large storing and packing sheds, together 145 feet by 24 feet, asphalte floors. In these sheds there are 18 bins for receiving Coffee from the sizers. Next to these is a another packing and hooping shed 74 feet by 25 feet. All these sheds are built on stone pillars, and roofed with corrugated iron, fastened upon the most lasting and solid wood work throughout. There are also Coffee stores floored with asphalte, and roofed with corrugated iron, four feet walls from the ground, and railings up to the roof, one 47½ feet by 19½ feet, and one 27½ by 18½ feet; and a third store, built of stone and wood, about 100 feet long and 16 feet wide, with other sheds for storing Coffee. There are five large drying Terraces, containing about 40,000 superficial square feet, all chunamed with the best chunam.

The whole surrounded by a stone wall eight feet high, with good lock-up gates.

Also, one of Tuxford's Traction Engines, with 2 tanks, tender, and 3 large cars, all in good order, cost £2,500, and lately refitted with new and powerful cylinders.

"CULLOOR" COTTAGE—Situate in a large compound close by, five large rooms in a line, with first rate verandahs, 2 sitting and 3 bed rooms, with bath rooms, store, pantry, and cook-rooms, detached coach house and stable, a good well—all pucka built.

ALSO, AT KURRACHEE.—A plot of land held on a long lease from Government, close to the Railway, about 9,000 square yards with a pucka built godown 100 feet by 30, and a room over it 30 by 30.

For further particulars apply to Messrs. LECKIE & Co., Bombay, or to T. F. PUNNETT, Esq., Calicut.

RECEIVED by last Overland Mail a selection of CHOCOLATE SWEETMEATS of various flavours.

TREACHER & Co. (LIMITED),
Fort, Byculla, and Poona.
Bombay, 20th December 1865.

NOTICES.

BISHOP'S SCHOOL, Nagpore.

Patrons.—The Lord Bishop of Calcutta, and the Chief Commissioner Central Provinces.

Master.—Mr. J. Elliot.

Boarders are taken in the above School at very moderate rates. For particulars apply to the MASTER.

NOTICE.—TENDERS are hereby invited for RECLAMATION and for FOUNDATIONS of a GODOWN to be erected on land belonging to the Apollo Cotton Press Company, adjoining the Jamsetjee Bunder, Colaba. Particulars can be had on application on and after the 10th instant at the Office of Messrs. SCOTT, McCLELLAND & Co., Church Lane. The Company does not bind itself to accept the lowest or any Tender, and no Tenders will be received after the 17th instant.

REMINGTON & Co., Secretaries and Treasurers,
Apollo Cotton Press Company.

NOTICE.—ESTATE of S. B. COLAH.— All Creditors on this Trust are requested to send in a full statement of their claims to the undersigned, on or before the 28th February instant.

In making up their statements, Claimants are requested to give credit for the securities pledged with them, at the price at which such have been realized, and furnish a Broker's Certificate.

No Interest is to be calculated, and no claims will be entertained after the date as above given.

CHARLES IGGULDEN, } Trustees.
JOHN GRAY, }
No. 4, Church Gate Street, Bombay, 6th Feb. 1866.

BOMBAY COAST AND RIVER STEAM NAVIGATION COMPANY (LIMITED).—NOTICE.—In pursuance of a Resolution of the Directors of this Company, a CALL of RUPEES ONE HUNDRED (Rs. 100) per SHARE on each Share is hereby made and will be payable at the Registered Office of the Company, Elphinstone Circle, Bombay, on or before the 20th February 1866, and in default of payment on that date, Interest at the rate of 9 per cent. per annum will be charged until further notice.

By order of the Directors,
J. A. SHEPHERD, Manager.
Elphinstone Circle, Bombay, 25th January 1866.

COLT'S REVOLVERS, as supplied to and adopted by the English, American, Russian, Prussian, and many other Governments, are recognised to be the most durable and efficient Revolvers existing for House protection, Travellers and Officers; Colt's celebrated Revolving Rifles, Shot-Guns, and Pistol-Carbines (Pistol with attachable stock). Exhibition Prize Medal awarded, 1862. Beware of Counterfeits. Every arm is London proved, and bears the Company's trade marks.

HOLSTERS, BELTS, POUCHES, AMMUNITION.

Address—Colt's Fire-Arms Company, 14, Pall Mall, London.

Also to be had through any East India or Colonial Agency.

SAUCE.—LEA AND PERRINS' WORCESTERSHIRE SAUCE. Pronounced by Connoisseurs to be the only good Sauce and applicable to every variety of Dish.

Extract of a Letter from a medical gentleman at Madras to his brother at Worcester, May, 1851:—

"Tell Lea and Perrins that their Sauce is highly esteemed in India, and is, in my opinion, the most palatable as well as the most wholesome Sauce that is made."

CAUTION.

Lea and Perrins beg to caution the Public against spurious imitations of their celebrated Worcestershire Sauce.

L. and P. have discovered that several of the Foreign Markets have been supplied with Spurious Imitations, the labels closely resembling those of the genuine Sauce, and in one or more instances the name of L. and P. *forged*.

L. and P. will proceed against any one who may manufacture or vend such imitations, and have instructed their correspondents in the various parts of the world to advise them of any infringement of their rights.

ASK FOR LEA AND PERRINS' SAUCE.

⁂ Sold Wholesale and for Export, by the Proprietors, Worcester; Messrs. Crosse and Blackwell; Messrs. Barclay and Sons, London &c., &c.; and by Grocers and Oilmen universally.

WANTED.

NOTICE.—WANTED, a qualified SURGEON for the Transport *Countess Russell*, proceeding about 14th instant hence to England. Apply to

Bombay, 9th Feb. 1866. W. NICOL & Co., Agents.

BHOPAL WATER WORKS.—WANTED, a thoroughly practical and experienced ENGINEER, to take charge of the Bhopal Water Works during their construction and management of them when completed. No one who is not fully conversant with every detail of such works need apply. The highest Testimonials and References will be required. Salary £350 per annum on an engagement of Five Years. House Rent, Free. Address by letter only in the first instance to JAMES HASTINGS, Civil Engineer, 9, Hummum Street, Bombay.

HOUSES, &c., TO LET.

TO BE LET, (with immediate possession) at Dadur, close to the G. I. P. Railway Station, a commodious and comfortable BUNGALOW, No. 31, well furnished, fit for a family. For Rent apply to the undersigned at Messrs. P. and D. F. CAMA & Co., Church Gate Street.

BOMANJEE KHODADAD ERANEE.

TO LET, (with immediate possession) an upperstoried commodious BUNGALOW on the top of the Cuinchpoogly Hill, commanding an excellent view all round—lately vacated by Dr. C. Joynt. Rent reasonable. Apply to N. SORABJEE & Co.,

11, Forbes Street. House and Commission Agents.

TO BE LET.—A BUNGALOW on the Lower Malabar Hill Road, formerly in the occupation of the late Mr. Longley. Apply to ARDASHAR LIMJEE, Auctioneer.

Bombay, 6th February 1866.

TO BE LET, (with immediate entry), an airy and commodious BUNGALOW at Malabar Hill, opposite to Colonel Ballard's Bungalow. Rent Rs. 400 a Month. Apply to "M. A.," *Bombay Gazette* Office.

TO LET (with immediate possession), the Second Floor of a HOUSE in No. 3, Meadow Street, fit for Offices or Dwelling-place. Apply to N. SORABJEE & Co.,

11, Forbes Street. House & Commission Agents.

TO LET, a ROOM suited for an Office, with Godowns attached, at No. 10, Rampart Row. Apply at the Alliance Bank of Bombay (Limited).

TO LET, a large tile roofed quadrangular SHED, on the property of the Mazagon Land and Reclamation Company (Limited), capable of holding about 300 Bullocks. For Rent and Terms apply to the Traffic Office at the Powder Works Bunder.

TO BE LET, part of the GROUND FLOOR of Apollo House. BADHAM & Co.

TO LET, several OFFICES in a business part of the Fort,—large and small. Apply to N. SORABJEE & Co.,

11, Forbes St. House and Commission Agents

TO BE LET, an upper-storied BUNGALOW, which can accommodate two Families separately, has separate entrances, Stables, Cook-rooms, Houses for Servants, and Vehar Water Pipes with a Fountain, situated at Chinchpoogly, 3rd Bungalow from the Great Eastern Spinning and Weaving Mills, or next to Mr. Bennett, Auctioneer. For particulars as to Rent &c., apply to HAJEE RHYMTOOLA SULLIMAN, at his Shop, on Parell Road, Byculla.

TO LET (with immediate possession) 3 ROOMS in Medow Street, near the Young Gentlemen's School, fit for Offices or Dwelling-place. Apply to N. SORABJEE & Co.,

11, Forbes St. House and Commission Agents.

TO LET (with immediate possession) a comfortable BUNGALOW at Upper Colaba, fit for a large Family. Apply to N. SORABJEE & Co.,

11, Forbes St. House and Commission Agents.

TO LET, at Matheran (with immediate entry), the large commodious and well furnished BUNGALOW, formerly known as Mr. Cartwright's Bungalow, and now as "Paradise Lodge." For Rent and other particulars apply to MR. MUNCHERJEE NOWROJEE BANAJEE, at Messrs. M. and M. Cursetjee Cama & Co., Church Street, No. 1.

19th January 1866.

TO LET (with immediate entry), the THIRD FLOOR of the House No. 17, in Church Street, lately occupied by Messrs. Thomas Randall & Co. Also, the FIRST FLOOR of the same House, lately occupied by the Indian Peninsula, London, and China Bank. Rooms may be separately let if required. Apply to MR. NUSSERWANJEE BYRAMJEE, Secretary, Sir Jamsetjee Jejeebhoy Parsee Benevolent Institution, Hornby Row.

TO LET, several large OFFICES and GODOWNS on the 3rd and 4th Stories and Ground Floor of new buildings now in course of erection by CURSETJEE FURDOONJEE, Esq., at the Elphinstone Circle. Apply to Financial Association of India and China.

OFFICES OR GODOWNS, TO BE LET in the Fort. Apply to JAMSETJEE EDULJEE, No. 30, Apollo Street.

TO LET, FIRST STOREY OF HOUSE No. 7, Church Gate Street, "Lall Baugh," Parell, from 15th January 1866.

One Godown in Mody Street.

"Maldonga House" and "Ewart's Lodge" at Matheran. Apply to MUNCHERJEE JAMSETJEE & SONS.

No. 9, Church Gate Street, 2nd January 1866.

TO BE LET, the Offices on the second floor of 24, Rampart Row, lately occupied by Mr. Binks. Apply at the Joint Stock Corporation.

TO BE LET, convenient CHAMBERS, OFFICES, and GODOWNS in the Premises adjoining the Office of Messrs. Remington and Co., lately occupied by the G. I. P. R. Company. Apply to

KEIR, RAMSDEN AND PRESCOT.
6th February 1866.

NOW READY.

THE BOMBAY DIRECTORY FOR 1866.

Seventeenth Year of Publication.

In One Handsome Volume, containing nearly
NINE HUNDRED PAGES.
PRICE—*Per Copy, Rs. 7, Cash.*

THE Directory contains a much greater amount of information than in any previous volume, the whole of which has been most carefully revised.

The Army List, with Military Pay and Allowances, will be found full of reliable information officially corrected up to a late date.

A MAP OF BOMBAY AND COLABA, showing the present and proposed Wharves and Reclamations.

OPINIONS OF THE PRESS.

THE BOMBAY ALMANAC issued from the *Bombay Gazette* Press is another of those yearly publications in which the Western Presidency is so far ahead of Calcutta. We have not yet heard when a Directory for this Presidency is likely to dawn upon its denizens. The compilers of a Directory on this side of India have, it is true, an excuse for delay, in the immense area over which their enquiries must extend, whilst Bombay being more compact has less work to do in a far smaller area. But even after making this allowance we think the delays which occur in Bengal are to be greatly regretted. But to return, the "Bombay Almanac" must yield the palm in printing and general 'get up' to the Calendar issued from the *Times of India* office. In information, however, it is fully equal if not superior to its rival, whilst it has the decided advantage of possessing an admirably arranged index.—*Bengal Hurkaru, Jan. 15.*

WE have to acknowledge the receipt of two Calendars and Directories from Bombay;—one from the *Bombay Gazette*, extremely neatly got up and well printed, full of the usual information.—*Englishman.*

WE have received the *Bombay Calendar and Directory for* 1866. It contains the general information usually to be found in such works, and is most admirably got up. We despair of seeing the like here, either in style, or punctuality.—*Indian Daily News.*

WE have to acknowledge with thanks the receipt of the Bombay Almanac printed and published at the *Bombay Gazette* Press, as also of the Bombay Calendar and Directory, published at the office of the *Times of India.* Both these publications are got up with extreme care and neatness, and are of a portable size: and both seem to contain all the information required in such a book of reference, without attaining the bulk of a London Post Office Directory. We would direct the attention of our Calcutta publishers to these works, which we think decidedly ahead of anything of the kind as yet produced in this country. For the benefit of those who do not require the larger works, a neat and handy abridgement of both has been issued at a cheap price.—*Indian Daily News, Jan. 12.*

THE *Bombay Gazette* Almanack for 1866 is an excellent Vade Macum both to the local and general reader, and is such a complete book of reference that it ought to be on the table as well of the man of business as the private gentleman. It is a goodly sized volume of nearly 850 pages, and is in every respect equal, if not superior, to its sixteen annual predecessors.—*Athenæum and Daily News, Jan. 6.*

THE *Gazette's* "Bombay Almanac" wears its old familiar look. It contains a sketch map of the Island and Town of Bombay. The army and other lists have been carefully compiled with the object of facilitating reference. This, especially in the case of the army, has been very much neglected of late years.—*Sindian, Jan. 24.*

WE have received with thanks a copy of the "Bombay Calendar and Directory for 1866." It is a very neat production and contains a great deal of very useful information. Copies may be obtained at the *Bombay Gazette* office.—*Mofussilite, Jan. 13.*

THE BOMBAY ALMANAC AND DIRECTORY.—We thankfully acknowledge the receipt of the *Bombay Almanac and Directory* for the ensuing year. It combines neatness of form and appearance together with the most valuable information; it contains a full and elaborate Postal Directory, information relating to the Customs Department, the various Insurance Companies, the Army List, the Bombay Civil List, and other information by far too numerous to mention. This book will doubtless be of the utmost value to the commercial community, the legal professions, together with the members of both services, Military and Civil. We strongly recommend this book to all persons engaged in business of any description where a book of reference is required.—*Poona Observer, December 30.*

THE BOMBAY ALMANAC FOR 1866.—We have to apologize to our friends of the *Bombay Gazette* Press, for having neglected to acknowledge the receipt of this very elegant, and useful work. To the merchant it is indispensable, and to all classes of the community it will ever form an instructive and agreeable companion. Its contents are both varied and accurate. The sections are consecutively arranged, and the matter is so concise, and, at the same time, so perspicuous, that a glance suffices to find what we seek. There is scarcely a subject, we can imagine, upon which something is not told. There is not a more useful book published than the Bombay Almanac. Its prices, in comparison to its value, is merely a nominal sum. It is an introduction to everybody and everything worth knowing; and as the production of an Indian publishing-house, reflects credit upon the resources of the *Bombay Gazette Press.*—*Deccan Herald, Jan. 29.*

WE are indebted to the courtesy of the spirited proprietor of the *Bombay Gazette* for a number of the "Bombay Almanack and Directory" for 1866. The typography, in clearness, neatness, and correctness, equals, if it does not surpass, anything of the kind we have ever seen, and is really most creditable to the Press of the *Gazette*. The binding and paper are excellent, but these are very subordinate considerations indeed when we come to speak of the copious contents, which embrace such a vast variety of subjects that our space would utterly fail us, were we to venture upon even a bare enumeration of them. Suffice it then to say, that the publication before us is replete with information on every point which should be noticed in a work of the kind. Not the least valuable portion of the Almanack are the Bombay Army and Civil Lists corrected up to 1st December 1865.—*Central India Times, Jan. 27.*

The Directory will be sent to any part of the United Kingdom direct if required at Rs. 8 per copy—*Cash.*

N. B.—The Calendar can be sent by post to any part of India for Six Annas, IF PREPAID. If sent Bearing the Postage charge will range from As. 8 to Rs. 1-8, according to distance. The Publisher cannot undertake to prepay the Postage, unless a previous remittance is made or Stamps to the amount necessary be furnished.

Bombay Gazette Office, Fort.

FOR SALE.

FOR SALE, two PRINTING MACHINES—one Double Crown Size, the other smaller and suitable for Jobbing. Fitted with gear to work either by steam or hand. Will be sold a bargain, and can be seen in work daily at the *Bombay Gazette* Office.

AN Australian Kangeroo DOG and SLUT FOR SALE at Messrs. C. Stevens and Sons, Veterinary Surgeon, Baboola Tank.

FOR SALE, about 115 Tons of WELSH RAILS, 65 lbs. to the yard, bored for fish plates. Apply to W. NICOL & Co.

FOR SALE, a quantity of Canvas, Rope, Cordage, Twine, and other Stores. Apply to W. NICOL & Co.

FOR SALE, a handsome second-hand BUGGY, by LEWIS of SALISBURY. Price Rs. 750. Apply to TREACHER & Co. (LIMITED).

GLASS ICE JUGS, for Champagne and Claret Cup of sizes, 1 quart and 2 quarts.

TREACHER & Co. (Limited).

FOR SALE.

Fresh batch of best Assam TEA.

Fresh batch of Gillon's Stores, JAM, JELLY, FISH, SOUP, OATMEAL, BARLEY, SAUSAGES, GINGER CORDIAL, Ex *Naval Brigade.*

JUST TO HAND,

A batch of Oolong, Souchong and Flowery Pekoe TEA from China.

Fresh batch of Trichinopoly CHEROOTS.

M. E. MEHRJEE & Co.,
late DWYER & Co.
2, Forbes Street, 24th January 1866.

FOR SALE, at the Godowns of the undersigned, the following GUNS, of Messrs. Westley Richards & Co.'s manufacture:—

Breech-loading Carbines, with Moulds, and all complete. Rs. 150.
Double-barrel Guns, 12 Gauge. Rs. 300 and Rs. 250.
A Double-barrel Rifle, 16 Gauge. Rs. 750.
Cartridges, Rs. 55 per 1,000.
Caps, Rs. 6 per 1,000.

1st May 1865. EWART, LATHAM & Co.

FOR SALE.—Some strong well-built CARTS. Apply to the Storekeeper at Girgaum.

GEORGE WHITLEY, for Secretaries,
Bombay Reclamation Co., Limited.
6th February, 1866.

FOR SALE AT NANSEE PARPIA'S, Parell Road, Byculla, White, Blue, and Gilt Dinner, Dessert, Breakfast, and Tea Sets, Silver and Electro-plated Spoons and Forks of different patterns, and other Plated, Bronze and Plated hanging Argand Lamps, Velvet and Brussels Carpets, Carpets with Border, &c.

NOTICE.—The undersigned begs to notify to the public, both in Bombay and up-country, that he has no connection whatever in Business with his son Hassum Nansee, and to warn the public against paying to the said Hassum Nansee any sum or sums of money which may be due to him, the said Nansee Parpia, or to his shop, and that he the said Nansee Parpia will not be responsible for the transactions of the said Hassum Nansee.

CARRIAGES, &c., FOR SALE.

Very elegant double Broughams, open or close; Sociables; Stanhope Phaetons; Mail Phaetons; Waggonettes; Dog Cart, with hood on four wheels; Buggies; Children's Perambulators; Locomotive Cantering Horses; single and double plated Harnesses, &c., by best Manufacturers, London. Also, full size Billiard Tables complete.

NANSEE PARPIA.

COMMERCIAL INTELLIGENCE.

THE SHARE MARKET.

SATURDAY AFTERNOON.

NOTHING doing. Market flat.

BOMBAY DAILY BILL AND STOCK LIST.

EXCHANGE.

On what Place.	Terms.	Rates.
London Banks ...	6 months' sight...	2s. 2d. to 2s. 2 1/16d.
Do. Credits...	Do. do. ...	2s. 2¼d. to 2s. 2 5/16d.
Do. Documents...	Do. do. ...	2s 2⅜d. to 2s. 2½d.
Calcutta ...	At sight ...	99⅞
Do. ...	30 days' sight ...	98⅞
Do. ...	60 Do. do. ...	96⅞
Madras ...	30 Do. do. ...	99
China ...	60 Do. do. ...	210

FINANCIAL ASSOCIATIONS.

1,000,000	400	100	....	Alliance Financial..	
....	....	....	....	Bengal Credit Mob.	1 p. ct pm.
....	....	....	....	Bhattia Financial ..	No quotations.
750,000	300	100	4	Bombay General Credit & Finan. Cor. ..	7 p ct dis.
600,000	300	200	....	Bombay Joint Stock Corporation ...	50 p ct dis.
....	....	50	....	Central India Finan.	
1,000,000	400	50	....	Elphinstone Finan.	No quotations.
......	....	....	......	Financial Asso. of Europe & India.	
1200000	400	100	......	Financial Asso. of India and China.	
1200000	400	100	......	Do. New Capital..	2 p ct discount.
1,090,000	500	100	......	Grand Finance Co..	No quotations.
800,000	400	50	......	Mofussil Financial Association.	
	400	50	......	Oriental Financial Association ...	
6,00,000	400		......	Royal Financial Corporation (Ld.)	
800,000	400	50	......	Universal Bank & Finan. Cor.	

LAND COMPANIES.

2,000,000	10,000	5,000	......	Back Bay Reclamation Co.	5,9.0 pm.
1,080,000	1,000	1,000	......	Elphinstone Land Co.	125 pm.
1,080,000	1,000	100	......	New Do...	195 premium.
2,000,000	10,000	4,000	....	Frere Land Co. ..	900 per share.
110,000	2,000	900	......	House and Land Investment Co. ..	500 per share.
1,00,000	5,000	3,000	......	Mazagon Land and Reclamation Co..	1,600 per share.
......	......	1,000	......	Port Canning... ..	300 pm.
......	10,000	6,000	......	United Victoria & Colaba Land Co..	2,625 per share.

PRICES OF BULLION, &c.

Sovereigns each	Rs. 10-2-0
Bank of England Notes	" 10
Spanish Dollars	" 225
Carolus	" 226
Mexican Dollars	" 220
German Crowns	" 210
Five-Franc Pieces	" 223
Bar Silver	" 106¼
Gold Leaf	" 15-4-1

GOVERNMENT SECURITIES.

Four Per cent. Sicca Rs. Transfer Loans	Rs. 88¼
" " Sicca " Loan 1832-33	" 90
" " Co.'s " " 1835-36	" 89
" " " " " 1842-43	
" " " " " 1854-55	
Five per cent. Co.'s Rs. Loan 1856-57	" 103
Five per cent. Public Works Loan 1851-55	" 1½ p. ct p.
Five and a half per cent.	" 109½

PRICE CURRENT, 9th February 1866.

COTTON at Colaba	Per candy.
Dhollera (New load)	Rs. 400 to 405
Dhollera (April and May)..	" 430 to 435
Bhownuggur and Mowa	" 405 to 410
Surat and Broach	" 370 to 375
Porebunder	" 290 to 300
Veeraval	" 290 to 320
Khandeish (New)	" 390 to 395
Dharwar (Sawginned)	" 435 to 440
Dhollera April and May)	" 430 to 435
Oomrawattee (March and April) ..	" 400 to 410
Ditto (now ready)	" 405 to 410
Hinghunghaut (New)	" 450 to 455

MILITARY.

ARRIVALS.—FEBRUARY 10.

Richardson, Ensign W. E., Royal Fusiliers, on duty, from England.

MacLeod, Lieutenant Colonel, Staff, on duty, from Cutch.

Hogg, Captain, Staff, on duty, from Cutch.

Sharp, Captain, Staff, on leave

Gallett, Lieutenant J., 95th Foot, on duty, from Kurrachee.

Leckie, Lieutenant Colonel G. A., Staff Corps, on leave, from Kurrachee.

Fraser, Surgeon D. C., 103rd Fusiliers, on leave, from Mhow.

Wells, Major, the Royal Regiment, on medical certificate, from Kamptee.

Westmacott, Major G. A., 1st Regiment Hydrabad Cavalry, from England.

Hall, Captain T. E., 49th Foot, to join, from England.

Rennie, Surgeon D. F., 20th Hussars, to join, from England.

Blowers, Lieutenant C. E., 10th Regiment N. I., to rejoin, from England.

Stevens, Captain, 1st Light Cavalry, on duty, from Deesa.

Rowlandson, Lieutenant J. A., General List, to join, from England.

Samwell, Captain, 102nd Royal M. Fusiliers, to join, from England.

Meddlicott, Lieutenant F., 7th M. N. I., to join, from Madras.

Hawkins, Major W. K., 40th M. N. I., on leave, from Cannanore.

DEPARTURES.—FEBRUARY 10.

Bannister, Lieutenant J., on duty, to Belgaum.

Lucas, Brigadier General, Royal Artillery, on duty, to Kurrachee.

Doveton, Lieutenant H., Royal Engineers, on duty, to Neemuch.

Stevens, Captain, 1st Light Cavalry, on duty, to Deesa.

ARMY GENERAL ORDERS.

BY THE COMMANDER-IN-CHIEF.

Adjutant General's Office, Poona, 9th February.

STAFF CORPS.

Under instructions from Government, His Excellency the Commander-in-Chief is pleased to notify that Officers, both of the British and Indian Services, can only become candidates for the Staff Corps in virtue of nomination to an appointment, Civil or Military, either permanently or on probation.

It should, however, be understood that although as a rule, young officers, candidates for the Staff Corps, are required to serve first with a Native Regiment, applicants for Civil or departmental Staff employ need not of necessity do so, as the period of probation for the Staff Corps, can be passed in a department as well as with a Native Corps.

General Officers Commanding Divisions and first class Brigades, and Officers in Command of General Depot, will act accordingly in arrangement that all such details shall arrive at their respective destination on or before the 15th March annually.

Major Bray, 96th Foot, is under the provisions of G. G. O. of 1865, and in the absence of a qualified Officer, appointed to act as Interpreter of the Regiment with effect from the date of Lieutenant Grant's (33rd Foot) resigning the appointment.

BENGAL.

(*From the Gazette of India.*)

His Excellency the Governor General in Council is pleased to appoint the undermentioned officers to form a Committee to consider and report upon matters which will be communicated to the President by the Officiating Secretary to the Government of India, in the Military Department:—

President.—Colonel J. M. Adye, C. B., of the Royal Artillery.

Members.—Lieutenant Colonel W. A. Crommelin, C. B., Royal Engineers; Captain H. Howe, Deputy Master Attendant; Captain S. T. Trevor, Royal Engineers; and Lieutenant W. A. J. Wallace, Royal Engineers.

Major J. B. Y. Matheson, having completed 26 years' service, 8 years of which were on permanent staff employ, to be Lieutenant Colonel.

Under the authority of the Right Hon'ble the Secretary of State for India, it is hereby notified that the promotion of the Veterinary Surgeons of the Indian service to the grade of Veterinary Surgeon of the 1st Class announced in Government General Order No. 896, dated 29th September 1865, is to be held to have effect from the 1st May 1865.

His Excellency the Governor General in Council is pleased to make the following promotion in the Medical Department:—

Surgeon Major Charles Bonnor Chalmers, to be a Deputy Inspector General of Hospitals, with temporary rank, during the period Deputy Inspector General of Hospitals John Wilkie, M. D., may officiate as Inspector General of Hospitals Lower Provinces, or until further orders.

The undermentioned Officers are permitted to proceed to Europe on leave of absence on sick certificate:—

Major Sir Edward Leeds, Baronet, of the Bengal Staff Corps, Executive Engineer, 2nd Grade, Department of Public Works, North-Western Provinces; and Captain Alexander Copland, of the Bengal Staff Corps; Adjutant, 19th (Punjaub) Regiment Native Infantry, for 20 months. Lieutenant William Fane Tucker, of the General List, Infantry; and Surgeon William Frederick Blyth Dalzel, M. D., of the Medical Department, for 20 months, under the new Regulations.

The undermentioned officer is permitted to proceed to Europe on furlough on private affairs:—

Lieutenant Colonel (Brevet Colonel) Alfred Thomas Wilde, C. B., of the Madras Staff Corps, Aide-de-Camp to the Queen, Brigadier General, Commandant of the Punjaub Frontier Force, for 6 months.

SHIPPING.

ARRIVALS.

Feb.			
10	H. M.'s Pantaloon (s)	Purvis	Malabar Coast.
11	Margaret Crawford (s)	Jenkins	Goa, Feb. 10.

DEPARTURE.

Feb.			
10	Melbourne (s)	Auld	Aden and Suez.
	Comorin (s)	Taunton	Kurrachee.
	Maharaj (s)	Thompson	Cutch.
	General Outram (s)	Hewitt	Malabar Coast.
	Royal Arthur	Brown	Liverpool.

PASSENGERS SAILED.

Per *Comorin*.—Mr. Beyts, Mr. and Mrs. J. Gordon, Mr. M. W. Boyd, Mr. Melnish, Gunner Wilkinson, Private Chambers, Serjeant Major Hall, wife and 2 children, and Mr. Rutton Perozshaw.

The following vessels obtained their port clearances on Saturday last:—

Ship *Dolbadren Castle*, M. Burgess, bound to Akyab.

Ship *Rock Light*, B. Casper, bound to Liverpool.

Ship *Futtay Sultan*, Nacoda, bound to Judda and Hoodeida.

Ship *Empress of India*, Harrison, bound to Tuticorin.

The following vessels began to load on Saturday last:—

Ship *Alfred*, for Liverpool.

Ship *Dalkeith*, for Liverpool.

FREIGHTS.

WE have had a very dull week in our Freight market. The telegrams received from England report a declining Cotton market, and shippers have been waiting a decline in the Cotton market here before renewing enquiries for tonnage.—For *Liverpool* Several iron ships about sailing have engaged Cotton at £2-7-6, but ready Cotton is scarce, and consignees are anxious to go on engaging at £2-5-0 rather than keep ships idle. For March and April £2-5-0 has been accepted, but consignees generally demand much higher terms for ships of high class. For *London*.—The *Countess Russell*, 965 tons, and the *John Steuart* have been taken up to convey troops. For *Havre*—The *City of Manchester*, 694 tons, have been filled up at £3-5-8 per ton. There is no further enquiry for tonnage.

Current quotations are as follows:—

For Liverpool	Cotton	£2 2 6 to £2 7s. 6 per ton.
	Seeds	£0 12 6 to £0 15s. 0d.
For London	Cotton	£1 17 6 to £1 2s. 6d.
	Seeds	£1 2 6 to £1 5s. 0d.
Havre	Cotton	£3 0 0 to £3 5s. 0d.
	Cases	£3 0 0 to £3 5s. 0d.

—*Bombay Saturday Review, February* 10.

NEW ADVERTISEMENTS.

A GENTLEMAN occupying a very large HOUSE, wishes some other Gentleman to share it with him. Expenses Rs. 200 per mensem. Address "BETA," care of this Office.

THE undersigned having obtained a first-rate introduction to and connection with Houses of business, both in England and the Continent of Europe, are now in a position to receive and execute orders on COMMISSION.
IRELAND & Co

TO LET, the OFFICES at 4, Hornby Row, lately occupied by the National Bank of India (Limited). Apply to the Agent, National Bank of India, 9, Rampart Row.

TO BE LET, an upper-storied BUNGALOW, fit for a large Family, near the P. & O. Company's Dock, Mazagon, with Cook-room and Stabling House under the occupation of Mr. H. Smith. Apply to
N. SORABJEE & Co.,
11 Forbes Street. House, Com. and General Agents.

TO LET, from 1st January 1866, extensive OFFICES, at present occupied by the General Financial Corporation (Limited). For Terms, &c., apply at the Office of the Company, No. 8, Bell Lane.
Bombay, 20th Dec. 1865.

TO BUILDERS.—STONE SLABS, 17, 14 and 12 inches square, landed per *Mary Stenhouse*. These Slabs are exquisitely adapted for Pavements and are as handsome and durable as Marble. Apply to
23, Byculla. J. NEUBERG.

THE following are the terms of the HURDLE RACE, fixed for SATURDAY, the 17th instant:—"A HURDLE RACE." Rupees 400 from the Fund. Weight for age. Byculla Standard raised 2 st. R. C. Three Horses, the property of distinct owners to start, or the public money will be withheld.
J. H. HENDERSON,
Hon. Secy. W. I. T. Club.
Byculla, 10th February 1866.

A BEAUTIFUL BROUGHAM FOR SALE BY AUCTION.—THIS DAY, MONDAY, the 12th instant, at 2 P. M., will be put up to Auction by the undersigned at their Rooms, in Marine Street, a very handsome double-seated Circular fronted Brougham, built expressly to order by Hutchinson and Otto, Dorchester. Also a serviceable second-hand Palanquin Shigram.
CRAWFORD & Co.

THE UNITED VICTORIA AND COLABA RECLAMATION AND PIER COMPANY (LIMITED).—NOTICE.—The Registered Office of this Company has this day been REMOVED to the Offices of Messrs. REMINGTON & Co., Apollo Street, Fort.
By order,
D. J. KENNELLY, Secretary.

NOTICE.—STOLEN, a Silver double case English WATCH, No. 11479, with a English Gold Snake Pattern WATCH GUARD with a Seal and Key, on FRIDAY the 9th instant, at about 8½ o'clock P. M. Whoever brings it or gives information regarding it to the undersigned shall be handsomely rewarded. The Maker's name is not engraved on the Watch.
RAMCRUSTNA SUCCARAM,
at Messrs. Macindoe, Rogers & Co., Fort.
Bombay, 10th February 1866.

THE EAST INDIAN TRADING & BANKING COMPANY (LIMITED).—NOTICE is hereby given, that a SPECIAL GENERAL MEETING of the Shareholders of the abovenamed Company will be held at the Office of Messrs. R. King Gillan & Co., No. 1, Nesbit Lane, Fort, on MONDAY the 19th instant, at 3 P. M., for the transaction of the following business, viz:—
1. To receive a letter from Mr. R. King Gillan, the Liquidator of the Company, dated the 7th instant, resigning his post as such Liquidator.
2. To appoint another Liquidator in his place and stead.
R. KING GILLAN, Liquidator.
Bombay, 10th February 1866.

BOMBAY LANDING AND SHIPPING COMPANY (LIMITED).—This Company is prepared to undertake the discharge of whole shipments, or the clearance of such portions of Cargoes as may not be removed by Consignees, holding the same at the risk of the concerned for freight or landing charges.
The Company have available a powerful Tug Steamer for towing Ships in and out of Dock and at moderate rates; also Steam Yachts, which can be chartered for excursion parties when not otherwise required.
For particulars apply to the undersigned.
W. C. PENSON, General Manager.
Offices, Graham's Buildings.

NOTICE is hereby given, that Parsee JAMSETJEE DHUNJEEBHOY and DHUNJEEBHOY COOVERJEE have contracted with COWASJEE HORMUSJEE SHROFF and SORABJEE SHAPOORJEE MESTRY to mortgage to them all that piece or parcel of Land or Ground, with the Messuage, Tenement, Chawl or Range of Buildings of six Compartments, standing thereon, situate, lying, and being at Falkland Road, without the Fort of Bombay, containing by admeasurement (134⅔) square burgas or 820 square yards; and bounded on the east by the property of Framjee Jamasjee Bhutana, on the west by passage and ground of Khoja Curreem Heerjee, on the north by the Falkland Road, and on the south by the property of Khoja Curreem Heerjee, and which said piece of ground is entered in the Books of the Collector of Land Revenue under No. 13, and which said Messuage, Chawl, or Range of Buildings of six Compartments are assessed by the Collector of Assessment under No. 64. Any and all persons having any claim by way of Mortgage, Inheritance or otherwise on the said piece of Ground and Chawl or Range of Buildings, or any part thereof, are required to make the same known to the undersigned within 14 days from the date hereof, otherwise the Mortgage will be completed and any claim there may be will be considered to have been waived.
KELLY, HORE & MANISTY,
Mortgagee's Solicitors.
Bombay, Apollo Street, 10th February 1866.

THE LONDON, ASIATIC AND AMERICAN COMPANY (LIMITED).
CAPITAL £1,000,000, in 50,000 SHARES of £20 EACH, (WITH POWER TO INCREASE.)
It is not anticipated that more than £10 per Share will be called up.
FIRST CALL £5 (Rs. 50) ON ALLOTMENT.
Further Calls, each not exceeding £2 10s. per Share, to be made at intervals of not less than Three Months.
Directors.

B. HOLME MOWBRAY, Esq. FRANCIS BOYKETT, Esq. GEORGE DENT, Esq.	Messrs. Timothy Wiggin & Co.
J. ALEXANDER RUSSELL, Esq. T. HORSMAN COLES, Esq.	Messrs. Grey & Coles.
THOMAS CARDWELL, Esq. JOHN PARSONS, Esq. JAMES BEVIS, Esq.	Messrs Thomas Cardwell & Co.
GAVIN STEEL, Esq. ROBERT HANNAY, Esq.	Messrs. Grey & Co., Bombay.

Bankers.
The Bank of England.
The London Joint Stock Bank.
Solicitors.
Messrs. FRESHFIELDS & NEWMAN.
Auditors.
Messrs. COLEMAN, TURQUAND, YOUNGS & Co.
Brokers.
Messrs. FOSTER & BRAITHWAITE.
Messrs. WALKER & LUMSDEN.
Managing Directors, pro tem.
One Member of each London Firm.
Branches.
LIVERPOOL.—*Managing Director (pro tem.)*, JOHN PARSONS, Esq.
BOMBAY. *Managing Director (pro tem.)*, ROBERT HANNAY, Esq.
Joint Managers—CHARLES E. BENN, Esq. (Messrs. Cardwell, Parsons & Co.)
ATHERTON EDWARD ASHLEY, Esq. (Messrs. Grey & Co.)
OFFICES:—4, Cullum Street, E. C.

The Company has been formed and incorporated under the Joint Stock Companies' Act for the purpose of taking over and carrying on the united business of the firms of Messrs. Timothy Wiggin & Co., Messrs. Grey and Coles, and Messrs. Thomas Cardwell & Co., of London; Messrs. Russell, Coles & Co., and Messrs. Thomas Cardwell & Co., of Liverpool; and Messrs. Grey & Co., and Messrs. Cardwell, Parsons & Co., of Bombay.

The principle upon which the several firms have acted in transferring and making over their business to the Company, has been the conviction that the consolidated businesses may be carried on at less cost and with less personal labour to the members of the several firms, under one roof and by one staff, than by the several firms and establishments under separate roofs, and also that in the hands of an extended proprietary, the business is capable of enlargement and expansion.

The whole of the Commission and Agency business of the respective firms has been handed over to the Company as from the 31st December last.

No dead stock or any other description of property has been taken over by the Company, and no preliminary expenses whatever have been incurred, beyond the legal and incidental charges attendant on the formation of the Company.

The partners in the several firms have subscribed one-half of the entire capital, have paid up the first call of £5 per share, and have agreed not to assign any of their shares for a period of six months after the incorporation of the Company, to hold at least three-fourths of their shares for three years, and not henceforth to carry on any Mercantile Commission or other business of like nature, except for account of the Company.

The Shareholders in the Company have not been called upon to pay out of the capital of the Company any consideration for the good will of the several businesses; but by the terms of the Articles of Association, it is stipulated that one-half of the nett profits, after first paying interest at the rate of 7 per cent. per annum on the capital for the time being paid up, is, for a period of twelve years, to be paid to the respective firms in consideration of the value of the good-will of the business; which consideration is thus postponed to a first payment of 7 per cent, per annum to the Shareholders, guaranteed to them by the partners in the several firms for a period of three years.

The first Directors of the Company are members of the respective firms, and they have agreed among themselves, subject to the pleasure of the Shareholders in general meeting, to remain Directors and to superintend the affairs of the Company for three years at least from its formation.

The Company is already in operation and carrying on the amalgamated business, which it is anticipated may be largely increased under the favouring influences of an extended proprietary and capital.

Of the moiety of the stock not appropriated, 10,000 shares have been reserved to be allotted to the foreign constituents of the firms and others who may be likely to promote the interests of the undertaking; and 15,000 shares are offered to the public at par.

It is not anticipated that it will be necessary to call up above £10 a share upon the Capital; of which £5, being the amount already contributed on the moiety of the Capital appropriated, is to be paid up on allotment, and the remainder by instalments not exceeding £2 10s. per share, at intervals of not less than three months between each call.

The agreement between the several firms and Articles of Association of the Company may be inspected at the office of Messrs. FRESHFIELDS and NEWMAN, the Solicitors of the Company.

Applications for Shares may be made, addressed to the Secretary of the Company at the Offices of the Company, 4, Cullum Street, E. C., or to the Brokers, Messrs. Foster and Braithwaite, 27, Austin Friars, E. C.; or Messrs. Walker and Lumsden, 25, Austin Friars, E. C.

With reference to the above, the 15,000 Shares referred to were taken up in London on the 2nd instant, and the undersigned are prepared to receive applications for the Shares reserved for Bombay.
CARDWELL, PARSONS & Co.
GREY & Co.
Bombay, 10th Feb. 1866.

NEW ADVERTISEMENTS.

GREAT INDIAN PENINSULA RAILWAY.—THE Agent is prepared to receive TENDERS for Agencies for the collection and delivery of PARCELS and GOODS to be transmitted by the Railway to and from Stations in the following Districts, on the North Eastern Extension, viz:—
From Egutpoora to Nandgaum.
From Naidongree to Bhosawul.
From Nimbora to Khundwah.
Persons tendering must be prepared to establish Offices in the Districts to make arrangements for carting to and from the nearest Railway Stations, and to render all information to the Native Traders touching through rates and other advantages which will be afforded them by the Railway Company.
Particulars connected with the Agencies may be obtained at the General Traffic Manager's Office, Fort, Bombay, and Tenders must be lodged by the 28th February 1866.
Company's Offices, Fort, Bombay, 9th Feb. 1866.

ST. ANDREW'S LIBRARY.
THACKER, VINING & Co.
MILITARY BOOKS RECENTLY RECEIVED.

	Rs.	
Regulations for European Officers in India, part 3. Furlough, Retirement Medical Officers, &c. ..	5	12
The following parts of the work are still available:		
Part 1.—Staff Corps Rules and Staff Salaries ...	3	12
" 2.—Commands, &c.	8	0
Voyle's Dictionary of Artillery and Scientific Terms.	5	0
Robertson's Catechism of Infantry Drill... ...	3	12
Instructions in Musketry, latest edition	0	12
Field Exercises, pocket edition, corrected up to 1865.	0	12
Queen's Regulations, pocket edition	0	12
Mutiny Act and Articles of War	3	0
Formulary of Prescriptions for use in Military Hospitals	0	12
Battalion Commands and Brigade Cautions. By G. F. Gamble	0	12
Robbins's Cavalry Catechism	3	12
D'Aguilar's Courts Martial	5	4
Pipon's Manual of Military Law...	3	12
Elementary Lectures on Artillery. By Captain C. H. Owen...	12	0

Rampart Row. THACKER, VINING & Co.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.
EQUITY SIDE. LATE SUPREME COURT FILE.
Jamsetjee Framjee Mistree, Hormusjee Sorabjee, Executors of Jewanbai, deceased, Eduljee Muncherjee Dessoy, Dhunjeebhoy Furdoonjee and Ruttonbai, widow, and Merwanjee Dadabhoy, Administratrix and Administrators of Dadabhoy Cowasjee, deceased. } Complainants.
versus.
Framjee Sorabjee Ghandee ....Defendant.
Pursuant to decretal order made in this cause, dated the 18th day of February 1865, the following Property will be SOLD in one lot by PUBLIC AUCTION on WEDNESDAY the 7th day of March 1866, at 3 o'clock in the afternoon, before CHARLES EDWARD FOX, Esq., Master in Equity, at his office, in the Court House:—
All the estate and interest of Jamsetjee Framjee Mistree, Hormusjee Sorabjee, Eduljee Muncherjee Dessoy, Dhunjeebhoy Furdoonjee, Ruttonbai, Merwanjee Dadabhoy and Framjee Sorabjee, in all that piece or parcel of Land or Government Ground, together with the Messuage, Tenement, or Dwelling House, consisting of two Compartments, standing thereon, situate, lying, and being in Golla Lane, or commonly called Golwan Lane, within the Fort of Bombay, and assessed by the Collector of Bombay under No. 492, and by the Collector of Assessment under No. 8, and containing by admeasurement 126 and 5-9 square yards or thereabouts, be the same little more or less; and bounded as follows, that is to say, on or towards the east by the property of the heirs of Jewbai, widow of Mudsoodeen Camut, deceased, on or towards the west by the Golla Lane or commonly called Golwan Lane, on or towards the north by the property of Wookunda Doongarsey, and on or towards the south by the property of Pallonjee Pestonjee Mistree.
For further particulars and conditions of sale, application may be made at the office of the Master in Equity, and at the office of Messrs. C. E. and F. Stanger Leathes, Solicitors for the said Complainants, 4, Meadow Street, Bombay.—Dated this Eighth day of February 1866.
CHARLES E. FOX, Master in Equity.

POSTAL NOTICES.

OVERLAND MAILS.

THE Overland Mail per P. and O. Company's Steamer *Carnatic*, will be closed on WEDNESDAY, the 14th instant, at 7 A. M. An after packet will be kept open on payment of the usual fee of 8 annas (which must be prepaid by stamps) until 8 o'clock A. M. Registered letters will be received until 6 P. M. of the previous day.

CHINA MAIL.

THE Post Office Packets for Ceylon, Penang, Singapore, and Hongkong, per P. and O. Company's Steamer *Ottawa*, will be closed on WEDNESDAY, the 14th February, at 6 o'clock P. M. A packet for late letters will be kept open on payment of the usual fee until 7 A. M. on the 15th idem.

An Australian Mail will be despatched direct by this opportunity only.

"PUNCH IN INDIA."
A NEW ILLUSTRATED MONTHLY PUBLICATION
SUBSCRIPTION FOR 12 NUMBERS, RUPEES TEN.
SINGLE COPY, ONE RUPEE.
All communications to be addressed to The Editor of "PUNCH IN INDIA," *Bombay Gazette* Office.
Subscriptions to be made payable to the Manager of the *Bombay Gazette.*

BOMBAY ASSEMBLIES.—Subscribers are informed that the next Assembly will be held at Mr. Tracey's House, Cumballa Hill, on Tuesday the 20th instant, at 9 o'clock.
JOHN G. WATTS, Captain,
8th February 1866. Secretary.

LATEST DATES RECEIVED.

ADEN	Jan. 20	KURRACHEE	Feb. 6
AGRA	Feb. 6	LAHORE	Feb. 3
ALLAHABAD	Feb. 5	LONDON	Jan. 3
AUSTRALIA	Dec. 26	MAURITIUS	Jan. 6
ALEXANDRIA	Jan. 11	MADRAS	Feb. 6
BANGALORE	Feb. 7	MALTA	Jan. 18
CALCUTTA	Feb. 5	MEERUT	Feb. 6
CAPE	Dec. 16	OOTACAMUND	Feb. 1
CEYLON	Jan. 30	OUDH	Feb. 5
COCHIN	Feb. 3	PENANG	Jan. 23
DELHI	Feb. 6	PUNJAUB	Feb. 3
FRANCE	Jan. 4	SUEZ	Jan. 13
HONGKONG	Jan. 15	SINGAPORE	Jan. 21

The Bombay Gazette.

MONDAY, FEBRUARY 12, 1866.

THE Hydrabad Court Martial, regarding which we have from time to time as it progressed, published a series of notices, is destined in all probability to obtain a large amount of notoriety. Experienced military readers would infer from the paragraphs that have appeared in our columns, that there was much implied in them which was not allowed to meet the eye, and they would gather from them also, that the proceedings were particularly open to unfavourable criticism. Were it not for the gravity of the tribunal, if any native court martial deserves to have such an epithet applied to it; were it not at least for the gravity of the considerations coming before it, it would well merit the designation of being a farce from beginning to end. From materials in our possession we are enabled to say—and we speak very much within what our materials warrant—that it has been grossly irregular in its proceedings; that it has been attended with circumstances which destroy all faith in its impartiality, and that it reveals, or *may* and *ought* to reveal, a state of things in the 2nd Belooch Regiment which disgraces the service and calls aloud for the most sifting and impartial enquiry on the part of the military authorities. It cannot have been unknown to them that, in some respects, the interior economy of that regiment has been in a most disorganized condition. We should like to see a list of the officers who have left the regiment during the last two or three years. Within the last six or eight months three have left it, and we believe, three more are desirous to get out of it. If the military authorities have never thought it necessary to enquire into the cause of officer after officer leaving this regiment, they have been very lax in the discharge of their duty, or very indifferent about tracing effects back to their motive cause. So many gentlemen all striving to sever their connection with the 2nd Belooch Regiment is a circumstance that points to the existence of some monstrous gangrene within the regiment, which for the honour of the service, should be probed to the bottom with summary and unflinching despatch.

The Court Martial was held upon Subedar Gunnesh Singh, who was left at Hydrabad in command of the depôt of the 2nd Belooch Regiment, when that corps went on service to China in 1862. The regiment returned to Scinde in June last, and the depôt left Hydrabad to join head-quarters at Kurrachee. When the depôt was leaving Hydrabad no complaints were made against the Subedar, although Major Beville, who was in command of the depôt at the time, asked the heads of the families if there was any dispute to settle. Some time after the depôt arrived in Kurrachee, complaints were made that Subedar Gunnesh Singh had embezzled small sums of money from various remittances from China by the men to their families. This same Subedar had previously held a similar post so long ago as when the regiment was on service in the Persian campaign, and he discharged the trust confided to him honestly and satisfactorily. It is necessary to mention this evidence of his good character, as the Subedar's position is that the whole charge has been maliciously trumped up against him. When the complaints were brought before Col. Hough, the Subedar was made a prisoner of, and contrary to the regulations of the service, was kept in arrest for several days previous to the assembling of a court of enquiry which had been ordered. There are some proceedings in connection with this court which are worthy of being enquired into. One point is the removal of Lieut. Wood, who had been appointed superintending officer, and who noted on the proceedings, that the evidence of the principal witness was not trustworthy. Another is the bad taste shown by Col. Hough in taking part in the proceedings upon which he had afterwards to adjudicate, even going the length of expressing an opinion of the prisoner's guilt before the proceedings were closed. A third point is the abrupt termination of the Court of Enquiry, without the completion of the duty for which it had been called into existence. A native court martial, however, followed in reference to the charges of embezzling a sum of Rs. 162, and of being a partner with a Bunneah named Kessoo, who sold drugs in the regimental bazaar. The first outrageous scandal in connection with this court was, that the Judge Advocate, who was appointed to conduct its proceedings, became the guest of Col. Hough, the prosecutor. Now, it is impossible to overstate the utter objectionableness and bad taste of such a thing on the part both of the Judge Advocate and the prosecutor. It is more than a blunder, it is a serious reprehensible fault. A Judge Advocate may be as upright in intention as Aristides, but his judgment is naturally and imperceptibly warped and inclined towards the man whose hospitality he is enjoying, whom he converses with over his wine, and whom he may discover to be privately and non-officially a "very good fellow." That Judge commits an offence that calls for more than newspaper strictures—an offence at once against his office, against the character of the tribunal over which he was to preside, and against one of the parties, who takes up his residence with the other. Could the Subedar have confidence, *a priori*, in the impartiality of the tribunal that was to judge him when he knew that the Judge was the friend and guest of Colonel Hough? Let any European imagine himself standing in place of this unfortunate Subedar and say, whether he would have faith even as a grain of mustard seed, in the unbiassed prosecution of an enquiry conducted under such circumstances? And it becomes all the worse when the prisoner's case becomes known. The prisoner's case, as we understand it, is something like this. He believes that a native woman is at the bottom of the charge. That woman is the mother of a number of children who (rightly or wrongly we do not pretend to say) go under the name of Hough. A dispute arose between the Bunneah Kessoo and this woman, one of whose children, the young Houghs, were making rather free with the Bunneah's sweetmeats. The Bunneah's wife lost her temper, and did not apply to the woman the most choice of epithets. The Bunneah Kessoo, interposed, with the view of reconciling his wife and the woman, but in vain, and the matter was referred to the Subedar—who is now under court martial, and he also attempted to effect a pacification. The woman had as much faith in her own powers, as to vow that when Colonel Hough returned from China, she would have the Bunneah turned out of the bazaar, and she also threatened the Subedar with Colonel Hough's displeasure. We would suggest as a very fit and proper enquiry for the Commander-in-Chief whether this woman did, and why she could make any such threat in the name of Colonel Hough; as it may turn out that it has really something to do with the present prosecution; and the enquiry may be the more necessary also, as every question, or almost every question, bearing upon that point was disallowed by the Court. The prisoner believes and asserts that he has been the victim of a conspiracy on the part of this woman, and a Jemadar named Dost Ali Shah, who was appointed a member of the Court of Enquiry, which came to an abrupt termination, and whom he charges in his defence with bringing corrupt influences to bear on the Bunneah Kessoo, to induce him to support what he alleges to be a fabricated charge. Kessoo at least gave evidence against the Subedar, but after that evidence had been taken he made a voluntary written statement to Mr. Hussunally, the prisoner's pleader, which certain affidavits in the proceedings state to have been as follows:—

> "Subedar Gunnesh Singh was never partner with me in the Regimental shop, nor did I ever sell intoxicating drugs in it, and that all the evidence I gave before the court martial was false, and I gave the same at the instigation of Dost Ali Shah Jemadar, and that the entries were made in the books for the purpose of the prosecution."

This statement agrees remarkably with some collateral and circumstantial considerations. The sum of about Rs. 27,000 had passed through the Subedar's hands; Rs. 162 were said to be embezzled, but of that amount Rs. 67 were afterwards discovered, leaving a sum of Rs. 95 amissing. He had been 28 years in the service, and it does not seem very likely that a man so near his pension, and good character otherwise, would be tempted to embezzle Rs. 95. If he had intended to embezzle, the probability is that he would have applied more of the Rs. 27,000 to his own use.

At the outset of the trial, the prisoner demanded a trial by a European court martial, but contrary to the Articles of War, the demand was refused. The 108th Article declares that every person who is under order for trial by court martial, in any Presidency where the native troops have hitherto been authorised to claim to be tried by European courts martial "may as of right, claim to be tried by European Officers"; and the same Article gives power to the Governor in Council to direct that any court martial may be composed of European Commissioned officers. The Hydrabad Court Martial seems to have taken upon itself the functions of the Governor in Council, and refused the demand of the Subedar. It would have been well for the interests of justice if a European court martial had been appointed to investigate the circumstances connected with this charge. It might have given a totally different complexion to the case. Certainly, the violation of the Articles of War implied, in the withholding of the European Court Martial is an act of injustice to the prisoner himself.

There are many other points involved in the proceedings of this Court, which we are compelled at present to pass over. We do not know whether His Excellency the Commander-in-Chief has seen the original proceedings in the case or not, or whether a copy or an amended copy has been put into his hands. Let him ask for the original proceedings and they may help him to ascertain the way in which questions affecting the subject, and laying bare what the prisoner believes to be his real cause, have been recorded or disallowed. For example: one of the witnesses for the defence, Essoonath by name, was asked, not by the parties, but by the *court* itself, what was his reason for not following the camp when the families left for Kurrachee. The answer was akin to what the prisoner believes to be the real answer to the defence. It was to the effect that he did not go to Kurrachee because that dame whom we may by way of pre-eminence designate "The Woman," and her mother quarrelled with his wife, and threatened to have him flogged as a consequence of his interference between them.

> Major Church said this was no answer, and that he would enter on the record, "The witness does not give any reason."
>
> Prisoner's counsel.—No, your honour, you cannot; if the court chooses to put questions, it must take the answer as it is given with its consequences.
>
> Major Church.—No; that is no reason.
>
> Prisoner's counsel.—It is not fair, your honour. Then please record our objection to such remark being recorded.
>
> Major Church.—The court is closed.
>
> On the court being reopened, Major Church said—"I shall strike off the question and remark altogether."

Whatever Major Church may have thought of the value of the answer, it was in the prisoner's estimation all-important, as a corroboration of his whole case. The prisoner also complains in his defence before the court of certain specific questions and answers which had been duly recorded in the minutes of evidence being expunged from the record, and others disallowed—each and all of them being questions of vital importance to him. If this unhappy Subedar has been the victim of a gross conspiracy, and as he has not obtained a hearing on all the points on which he thinks himself entitled to be heard, the Commander-in-Chief may still interpose his high authority to prevent an injustice from being perpetrated, and it would be a gain to the character of the profession of which he is a distinguished ornament, to direct some enquiry into the state of things in the 2nd Belooch Regiment. Whether the Subedar be innocent or guilty, it is essential that the proceedings of the tribunal which tried him should be conducted in an orderly manner, and according to the principles of military law and common justice; and we hope Sir Robert Napier will redress the irregularities which have found their way into this case, possibly to the endangering of the course of justice itself.

OWING to the increased accommodation required for European troops in barracks, in consequence of the recommendations of the Sanitary Commission, every regiment in the Bombay Presidency is now too large for the barracks, which were built for regiments on the old measurement; and, consequently, at every station where European troops are quartered, a portion of the soldiers are now living in tents. Temporary barracks are being built every where as rapidly as possible to put the men into before the setting in of the rains. At Poona a large body of European troops are now under canvas and have been so for some time past; and as the hot weather approaches it has been decided on sending all troops now in tents up to such table-land as can be made available for the purpose on the Ghaut ranges. The whole of the 96th Regiment, who are only about six hundred strong, are under orders to march from Poona about the 15th instant by the new road, to a place called Mander Deo, a plateau on the range over which passes the Kamutkee ghaut, a site that has been selected and recommended by Colonel Phayre. Mander Deo is about eight miles from the travellers' bungalow at Sirwal, and also not far from the hill called Paunchgunny, which was at one time mentioned, but where there is said to be a deficiency of water, which is the great difficulty to be contended against on most of the high lands of the Ghauts.

Our attention has been called to the mountain and plateau of Utashwa, close to the city of Sattara, which is said to contain most of the qualifications of a good cantonment for European troops in a hill station; and which we therefore think ought to be carefully surveyed and reported upon, as it is likely that before very long all European regiments will have to be permanently quartered at hill stations, and if near Sattara, within 70 miles of Poona, a good hill station could be obtained, there can be little question that advantage ought to be taken of it. Utashwa is said to be nearly as high as Mahableshwur. The rain-fall is only about 50 inches, and on the plateau of this hill are the springs from which Sattara is supplied by an aqueduct with water, and the supply would appear to be ample for troops also, which might be increased by the formation of tanks.

At Utashwa there is a large village, with ample room for building. The ridge extends for several miles towards Mahableshwur, it overlooks the city of Sattara, which is only three miles from it, and there is a sufficiently good road for laden animals from Sattara over the hill, which is about to be still further improved by the local authorities.

Utashwa is described as being one of the best of the Ghaut hills—a small Mahableshwur, in fact—from which it is distant only thirty miles. And at the present time there are some half a dozen bungalows on the hill, which occupy most of the best sites, and to which residents resort in the hot weather.

THE *Lahore Chronicle*:—The treaty between Abdul-Rahman Khan and Mahomed Shurreef Khan is said to stipulate for the division of Cabool as it was in the time of Ameer Dost Mahomed Khan. Mahomed Shurreef Khan, who was in the possession of the city and did not allow Abdul-Rahman to encamp either inside the city or the fort, hearing of intrigues being carried on by Abdul-Rahman against him, went out and fought him. Abdul-Rahman and his uncle Azim Khan being routed, have fled back to Turkistan. Another report states that after the conclusion of the treaty, the difficulty of providing food for the two armies compelled Mahomed Shurreef Khan (and Azim Khan) to promise to deliver up the prisoner Mohammad Afzul Khan, the father of Abdul-Rahman in the space of sixteen days, in order to induce the army to withdraw. This is the reason why it is stated that Azim Khan and Abdul-Rahman Khan have returned to Bamian, which is between Cabool and Turkistan.

THE same:—The most extraordinary rumours are afloat about the fate of one of our Extra Assistant Commissioners. We should not have alluded to them were it not for the fact that the whole city is full of the most contradictory reports regarding him. Some say that he has been killed, others, that he is imprisoned, we, that he has not proceeded sufficiently far to be in any very great danger.

What we would, however, call the attention of Government to, is the suspicious attitude of some persons in this place who are on their way to Peshawur. The subject of these reports is too public-spirited and energetic not to have enemies in this place. Dangerous information about him may be given by these enemies, and, we believe, that unless Government exercise great vigilance a plot will be hatched for his destruction.

THE *Times* has been writing, says the *Spectator* a number of articles warning us against trusting the United States too much with our exports, lest our customers there should be unable to meet their engagements, and heavy failures in England should ensue. That our exports to the United States have increased very much during the last two or three months is certain, but it seems equally certain that at present at least the indebtedness is on our side, not on theirs. Our export returns show us that up to the end of October we had exported to the United States goods in the ten months to the value of 14,844,704*l*., and undoubtedly we exported as much in November and December as in any other months of the year,—possibly even 6,000,000*l*., the value for October alone being 2,511,378*l*. But this only brings up the value to about 20,000,000*l*. in the year. Now the cotton alone imported almost entirely during the last three months, is said to be 400,000 bales, value 15,000,000*l*. But besides this we have been importing not only other goods, petroleum oil, tobacco, &c., but United States' securities in considerable quantities, which, except in case of a highly improbable repudiation, are of course as good payment, at their market price, as gold itself. There seems no manner of doubt that at present we owe the United States more than the States owe us.

THE *Englishman*:—The following very important items of intelligence have been furnished us by a correspondent in London:—

"The Committee of Management of the Grievance Claims of the *Indian* Army laid the question of the legality of the Bonus system before eminent counsel,—Mr. Rathbone, I think,—and he, after studying all the papers, has given his decided opinion that the acts and minutes of the Court of Directors recognising the system make it perfectly legal; that the decision of Sir Charles Wood on the subject is altogether erroneous, and founded on defective information, and that the decision of the Law Court, on the question raised between two Madras officers, did not touch the real merits of the case of the Army against the Government, but was founded on a very imperfect statement of the case. He says that if the whole papers had been produced, the Court would have given a very different decision. Mr. Rathbone advises further reference to counsel, for confirmation, or otherwise, of his opinion. It is very evident, however, that this question could not have been sufficiently before the Court in the dispute between two officers, one of whom, the defendant, was simply evading payment of his *quota* of the regimental subscription; and that Sir Charles Wood made a very great mistake in quoting that decision as having any real bearing on the important question before him.

"The report has reached this that the parties interested in the great Rent case of Bengal have resolved not to appeal against the decision of the fifteen Judges. Authorities here are of opinion that, in resolving not to appeal, they have done wisely in Calcutta, for the Privy Council would never take up the abstract question as the fifteen Judges did, but would only look at the bare merits of the case as between the litigating parties; and that case is a very indifferent one, found on evidence so indifferent—indeed, so radically bad—that the Privy Council would probably have only remanded the case for more evidence and fuller information.

"The question is rather for the Legislative Council of India to consider, with the Judgment of the various Judges before it showing the very faulty state of Act X. of 1859."

LEAVE ON PRIVATE AFFAIRS.

INDIA OFFICE,
London, 8th December 1865.

To His Excellency the Right Hon'ble the Governor General of India in Council.

SIR,—In your Military letter dated 20th September last, you refer for my decision a question which has arisen whether leave taken on private affairs without pay out of India, counts as part of the 6 years required before an Officer can obtain furlough after return to duty.

From the case which gives rise to the enquiry, I presume the question relates only to Clause 7 of the Furlough Rules, published in Orders by your Government on 17th November 1854, part of which is as follows:—

"Officers who have taken leave of absence on sick certificate to Europe or elsewhere beyond sea, will be ineligible to a furlough on private affairs until they shall have served six years from their last return to duty. This rule does not apply to short leaves to sea."

Clause 6 of the same rules states that every Officer will be allowed a furlough to Europe or elsewhere beyond sea for a period of two years at the expiration of ten years' service and for a second period of two years after twenty years' service, in India.

It was decided by the Court of Directors in the year 1856, that an Officer who had proceeded on leave to England for six months was not to be considered as having taken his authorized furlough after ten or twenty years, as the case might be; but that he might, with the permission of Government, take at any time the remainder of the two years' authorized furlough on private affairs.

The Court of Directors also ruled that absence for six months under Clause 9 did not preclude an Officer from taking his furlough to Europe after ten years' service.

It appears to me that the principle of these decisions may be applied to the present question; and that absence to Europe on private affairs for six months, and all extensions of such leave granted in that country under special circumstances and without pay, may be permitted to reckon as part of the six years required to be served after return from leave on medical certificate to entitle an Officer to his furlough on private affairs.—I have, &c., C. WOOD.

LATEST NEWS.

(*By Indian Telegraph.*)

GALLE, 9th Feb.

Steamer *Governor Higginson* sailed for Calcutta.

GALLE, 10th Feb.

Steamer *Donnai*, from China, signalled.

POLITICAL LETTER.

(*From our own Correspondent.*)

LONDON, 18TH JANUARY.

THE Government is crystallizing though very slowly. The lucky man is Mr. Goschen, the member for the city of London, whose star is rising fast. Not three years ago he had never been heard of in the political world. He was a member of a rich and respected City firm, by extraction a German Jew, by birth only a Christian merchant's son, with an Oxford education and high Oxford honours, but no Oxford degree, because he was too scrupulous to sign the articles, and no sort of political connexions either Whig or Radical. When Mr. Western Wood died in 1863, Mr. Goschen's friends persuaded him to start for the city, and the last Conservative contest had been so disheartening that his election was not contested. Even in the short remainder of that session he made a reputation. An admirable speech on the Oxford Test Abolition Act, of which in a subsequent session he had charge, several weighty speeches on partnership laws, and questions of that kind, brought him at once into notice, and he was asked to second the address in February 1864. This he did with marked ability,—separating himself from the Manchester school of absolute non-intervention with regard to the then impending Danish question, and maintaining the right and duty of England to use her influence, both moral and physical, to prevent (wherever it would be safe and clearly within our power to do so), gross injustice on the Continent of Europe. This speech brought down Mr. Cobden and his friends upon Mr. Goschen, with whom he has ever since been *suspect*. The late Mr. Cobden took occasion to lecture him severely on the slap he had given to the radical foreign politics, and politicians of a larger stamp noted Mr. Goschen from that day as a strong liberal, free from the crotchets of the narrow radicals. In 1865 Mr. Goschen immensely increased his reputation by a most masterly speech on the Oxford Test Act Abolition Bill, for which he received compliments from all sides of the House. And so, on Lord Palmerston's death, it came about that he was the first new man selected by Lord Russell for the Government. But his further promotion from the Vice-Presidency of the Board of Trade to the Duchy of Lancaster, with a seat in the Cabinet, before his official skill had been tested by a single parliamentary campaign, caused general surprise, and, I am told, gave great offence to the many over whose heads he had passed. Mr. Chichester Fortescue, who has served the Government for some twelve years, and has, at length, only become Secretary for Ireland *without* a seat in the Cabinet, cannot of course be pleased. Mr. Layard, the Under-Secretary for Foreign Affairs, who has now served Lord Russell personally for some years, is said to be furious. Sir Robert Peel, who got his dismissal (sweetened only by a G.C.B.), vows, it is said, open war. Even Mr. Stansfeld, who hopes for office again, and Mr. Forster, who has got it in the subordinate position of Under-Secretary for the Colonies, feel a little grim. The truth, I have no doubt, is that Lord Russell saw in Mr. Goschen a most useful (and, perhaps, needful) stay to Mr. Gladstone. A man who understands finance almost as well as the present Chancellor of the Exchequer, and practical commerce much better, whose judgment is cautious, decisive, and clear, and whose influence therefore with Mr. Gladstone will be very great, is no doubt an immense accession to the Cabinet. Mr. Gladstone, as leader of the House of Commons, has, if he pleases, the key to the situation, and yet his judgment can scarcely be trusted,—is often rather wavering, sometimes really unsound, and sometimes a little *wild*. But Mr. Gladstone taking habitual counsel with Mr. Goschen,—as he will now be able to do,—will be a very much safer leader both on financial and other affairs than Mr. Gladstone without any safe counseller at all. So, I have no doubt, thinks Lord Russell. And no doubt he trusts Mr. Goschen the more for not sharing that radical crotchet as to non-intervention to which even Mr. Gladstone, in the zeal of his economical instincts, somewhat inclines. Probably there is no precedent in English history for so rapid a rise of a man quite unconnected with the great Whig and Tory families. From the City to the Cabinet in two years and a half, at the age of thirty-four, is very rapid work indeed. It is said that Lord Russell gave Mr. Goschen this last step without consulting the Cabinet, and that the Cabinet are a little sore about it as well as the disappointed competitors.

Since I wrote, indeed within the last week, it has been announced both that a Reform Bill is before the Cabinet, and that Lord Russell will either carry it or resign. The last avowal he made himself on Tuesday to a delegation of working men who expressed their views very freely to him, and whom he dismissed in his usual curt manner,—"I cannot listen to you any longer now, as I have an important engagement,"—adding, however, that the measure he intended to bring forward he "expected to carry,"—and that he "should not stay" without carrying it. As to the measure itself nothing has yet transpired, except that in all probability it will deal only with the franchise and not with the transfer of seats or disfranchisement of boroughs, however corrupt and small. This was Mr. Bright's advice, and all the official world says it will be followed. What Lord Russell expects to gain by it I do not know. It seems to me as certain as can be that he will never get any measure through the House of Commons by such a majority as to overawe the House of Lords, without a dissolution on this express point. The Liberals are said to have a majority of 80 in the new House. But then a good many, counted Liberals are, like Mr. Lowe and Mr. Horsman, thoroughly averse to any democratic, or seemingly democratic, measure. Say that only twenty go *against* the Government, and ten more do not vote at all, that will make a difference of fifty on a division, and leave the Liberals only a majority of thirty, if they get no more then this, and the chances are they will get less, it is absurd to suppose the House of Lords will feel any obligation to pass the bill against its own consent. In estimating the number of Liberals who will oppose the bill, we must remember that the radicals openly avow, through Mr. Bright, that directly they have got their new franchise, they will use its "leverage" to transfer seats from the petty boroughs to the large electoral populations in the north of England. Now this is in some respects a more alarming prospect than even if the bill, to be brought in, had itself a schedule of boroughs to be disfranchised, for then at least those who were *not* in the schedule would feel quite easy; but now, all who fancy they *may* be in some future schedule, after the "leverage" has been gained, will be disinclined to give that leverage, and disposed to lend their help to smother a spark that may otherwise prove their destruction. So that why Lord Russell expects "to carry his bill" through the Lords, who will not easily be persuaded that it is their duty to swallow the pill, I do not know. I am inclined to think that a bill really dealing with the whole question in a statesmanlike manner, would have *more* chance of passing than the first of a series of measures. The country wishes to see the question laid to rest, and a *preliminary* bill is not likely to be so well received as one that would be thought likely to lay it, for a generation at least, to rest.

The Jamaica question is somewhat simplified by the news we have had of the consent of the legislature of Jamaica to receive a constitution from this country. I do not mean that this will settle the question as to the insurrection and massacre, but that it will render the future more manageable. I suppose a Government, not unlike the Government of India, is likely to be the model on which we shall go in attempting to govern Jamaica for the future. As to the past, it is rumoured, (but I do not attach any weight at all to the rumour), that Mr. Lowe is going over to the Tories and will inaugurate his change of party, by moving a vote of censure on the Goverument for sending out a commission at all to inquire into what Mr. Eyre had done. The Conservatives are certainly very fierce on the subject, and say that we have struck at the root of colonial government, by weakening the Governor's hands by this commission. They will find it difficult, however, to justify the Governor's praise of such brutal language and more brutal proceedings as those of Colonel Hobbs, and many of his colleagues. There is a rumour that the Vice-Presidency of the Board of Trade, just vacated by Mr. Goschen, will be filled up by Lord Dufferin, now Under-Secretary for India, and that Mr. Stansfeld will be offered the Under-Secretaryship for India. But as this will leave the India Office unrepresented in the House of Lords, and the House of Lords care much more about India than they do about the Board of Trade, I should think it unlikely.

Sir Stafford Northcote, who was at one time, *while still in the permanent Civil Service*, Mr. Gladstone's Private Secretary, and has always been, for a petulant opponent, very cordial and respectful to him, declared at a meeting in Devonshire the other day, that Mr. Gladstone could never succeed as leader of the House of Commons, and that the Conservatives would have to watch him closely. He would either, said Sir Stafford Northcote, buy the support of the radicals by dangerous measures, or try to suppress them after Lord Palmerston's fashion but without Lord Palmerston's tact or success, and the Conservatives must be on the watch for his blunders, though "it was never the Conservative policy to precipitate a collision." As Sir Stafford Northcote is the quietest and safest member of the Opposition, and especially considering his marked and uniform courtesy to Mr. Gladstone, this doubtless means that the whole Conservative party regard Mr. Gladstone's leadership of the Commons as the signal for open and active war. I need not say therefore with how deep an interest the coming session is looked forward to, with a new parliament, a new leader in the Commons, several new ministers, a new reform bill, and an invigorated Conservative opposition. If Mr. Gladstone outlives his reputation for rashness and want of judgment, and succeeds in keeping the Liberal party united and loyal, he will doubtless become the great minister of the future. But there are many who admire him profoundly, myself amongst the number, who feel very little hope of his success in this trying position. He is not a *man of the world*, does not sufficiently look at members of parliament as forces to be used, his implicit faith in truth instead of in command, and worst of all has at bottom a hesitating judgment. I should sooner expect to see Mr. Goschen, before many years are out, a successful Prime Minister than Mr. Gladstone. His mind is not of the same high cast. He knows what men are made of. He laid the first stone of a church the other day,—chiefly, said his kind critics, because the world had got an idea that he was still a German Jew, and he wished to undeceive it. When a friend of mine saw this in the papers he said—"What a clever thing of Goschen to found a church. He will be Prime Minister some day. He knows very well *that to be safe in both worlds*, is the true English idea of what they like for a minister." Well, I don't say it was a true criticism. But Mr. Gladstone is not "like that;" and he will lose parliamentary influence by not being like that.

MILITARY LETTER.

(*From our own Correspondent.*)

LONDON, 18TH JANUARY.

No further light has yet been thrown upon the extent of the intended reduction of the army. It is true the *Army and Navy Gazette* characterizes the contradiction of the *Globe* as no contradiction at all, but it certainly was intended to express the views of the military authorities. The original statement, you may remember, was that every battalion of the line was to lose two companies. Of course this could only have one meaning. But it seems that the writer did not mean what he said. He meant that every battalion in the United Kingdom would be shorn of two companies, and that as each regiment arrives from foreign service they will be brought down to the home strength; while those going on foreign service will, in future, be increased by two companies, that is lowered now, and raised again from ten to twelve. This is very curious management. The reward of foreign service is half-pay for the juniors. Surely, it would be better to keep the battalions, as far as possible, at one uniform strength. But there is very little sound principle in the management of our army.

Speculations are already ventured upon with regard to the reliefs of the now current year. It is assumed that the places of the five infantry regiments to come home from India will be filled up by the 2nd battalion 20th Foot from Japan, a battalion from the colonies, probably Ceylon, and the 1st battalion 3rd Buffs, the 1st battalion 2nd Queen's, and the 1st battalion 2nd Royals. In the cavalry, it is assumed there will be only one move—the 11th Hussars from England to relieve the ill-fated Inniskilling Dragoons. It is understood that one battalion from your Presidency and one from Madras will go to Bengal to take the place of two regiments there. Of course these are mainly conjectures, but it is assumed that the first four battalions on the roster will go to the Mediterranean, while some of the Mediterranean troops will go on to Canada, the Cape, and Ceylon. If the Fenians rise, as they threaten to rise, some of these little arrangements may be upset. I am sorry to say there is some alarm about these Fenians, but there is certainly force enough in the hands of Sir Hugh Rose to account for them; and we know, though they may not, that he is the last man to be trifled with.

A few minor appointments are worth notice. Captain Horne of the 25th has become Brigade Major at Malta, *vice* Captain Swann now Deputy Assistant Quarter Master General at Cork. Sir George Buller, Commanding at Portsmouth, gets Captain Carr Glynn, Rifle Brigade, as his A.D.C. Lieutenant E. Villiers, 43rd Foot, is appointed aide-de-camp to Sir Hugh Rose. Lieutenant E. J. Harris, 86th Foot, has become aide-de-camp to Sir John Michel in Canada. Major General Crofton has been compelled by ill health to resign his post as Military Assistant at the War Office. It does not seem fourteen years since he was appointed to that office, but it is; a reflection that reminds one painfully of the flight of time.

Colonel Hamley is about to publish a book on "Military Operations," of which report speaks highly, and probably not more so than it deserves, for Colonel Hamley is an excellent writer, and he has had great opportunities for study from his position at the Staff College. An Edinburgh Reviewer seems to have been inspired by the prospect of the forthcoming work to write a capital paper on "Recent Changes in the Art of War." Taking a goodly number of books as his text, he goes over the wide field of the last eighty years, and sketches very fairly the changes in tactics caused by growth of civilization and the immense wars of the French revolution. He points out, what few have noted, that the year 1796 was the real turning point in modern warfare, for in that year contemporaneously the Archduke Charles as well as Napoleon fell back upon and applied, in moving their armies, the grand old principles of strategy which never change; and he thinks that this sudden development of the higher parts of the soldier's art was due to the growth of civilization as well as to the genius of Napoleon and of the Archduke. In fact an old world of warfare crumbled away at the end of the last century, and a new one took its place. Armies acquired greater mobility, by being better organized, and Generals, especially *the* General of the period, saw more clearly the new conditions under which fighting was to be done. No doubt the lash of the great captain is now a harder one than ever. "It may be held as certain," says the Reviewer, "that with advancing civilization, increased wealth, more rapid and certain communication, strategy will enlarge its sphere and become bolder and more decisive, as it will also make larger demands upon the intellect of the chief. Steam, railroads, and commerce increase the advantage which superiority of conception always claimed; just as the growth of Europe in agricultural wealth and the improvement of her highway enabled Napoleon and his contemporaries to use a strategy which to Frederick and Marlborough seemed too bold, or was only applied by them in countries perfectly friendly, open, and well tilled beyond the custom of their time." Yet it may be remarked that there was little in war which "seemed too bold" to Marlborough, and had he not been placed in fetters by Dutch deputies, there can be but little doubt he would have gone where he wished to go, hungered to go, to Paris—the means which he thought he had within his reach. Nevertheless the proposition of the Reviewer is true; and though we cannot hope to discover new principles of strategy, we can, if we chose, find out what are the best tactics, what are the most convenient organizations of military bodies, that, with the new arms, and the improved modes of transit, will enable a General to apply the old principles most effectively. Napoleon's adoption of Moreno's invention of *corps d'armée* was a great step for him, since it enabled him to move a vast force as easily as a small one; and the question for us is, what changes on the old plans are demanded by the new arms? Some have thought that we must rush to the extreme of loose formations, make a front of battle a vast skirmish. Jomini, writing in 1856, as quoted by the Reviewer, does not think so. He thinks that it will be good to have plenty of effective

Digitized with financial assistance from the Government of Maharashtra on 18 June, 2017

skirmishers; but he declares that in spite of the rifled shooting weapons, armies will not stand and shoot at each other all day from a distance, but that one or the other will come to close quarters, and that the way to win a battle will still be the old one of throwing a mass of troops, at the right moment, on the weak place of the enemy. An American Colonel, writing of his own wars, confirms the judgment of Jomini, by referring the indecisiveness of the results to the habit of firing at each other from a distance, until each was too weak for a decisive charge. He is still in favour of the bayonet, and declares it to be more effective than grape, canister, or bullets. The Reviewer believes that Solferino was not won by the rifled guns, but by the mode in which it was fought. The Austrian troops were under nobody's orders in particular, or rather under five different and conflicting chiefs; and the Reviewer affirms that had the Austrians possessed the new arms the result, under the circumstances, could not have been other than it was. As to cavalry, the Reviewer thinks its great days are over, which I cannot get myself to believe; but he regards it as a "hopeful sign of the activity pervading the whole army that the present time sees published such a work as that of General Smith on the special subject of the use of cavalry and horse-artillery;" and he suggests that our distinguished sabreurs should use their personal efforts for the practical reform of our cavalry in equipment and drill. By the way, he also recommends the revival of real dragoons, in other words, "mounted infantry," an arm so useful in America. But he is wrong in supposing that Sheridan took Five Forks with his dragoons alone and thus finished the siege of Petersburg at a blow. Sheridan did take Fve Forks, but only after he had added a whole division of infantry to his mounted command. Nevertheless the said mounted men did most excellent service throughout the war, but they were often too near realising the fears of critics, that dragoons proper are bad infantry and worse cavalry. It is, however, highly desirable to try whether something could not be done to give us the aid of a real body of mounted infantry. The whole article is well worth the notice of military men.

This brings me to remark that we have an American General over here just now, who is busied in getting the Horse Guards to consider his book of tactics. He is Major-General Morris, a very smart and intelligent New Yorker, having his subject much at heart. His little book is really worth close study. I have seen him, and talked the matter over. What he aims at is simplicity and rapidity with order. The Americans had a book, made long ago by one Casey, a martinet who would have delighted the souls of our ancestors who wore pigtails. In matters of tactics this Casey was a veritable Codius; and so the poor American army, when flung into the woods and miry ways of Virginia, at once found itself every hour in positions where none of "Casey's Tactics" would apply. Of course the smarter Generals simplified Casey on the spot, and throughout the contest did a heap of things which would have made the hair of Casey stand on end. General Morris has put into shape what was found to be practical in tactics, and he has done it very well. They are approved by many of the best Generals in the regular army of America—including Meade, Warren, Foster, Stoneman, G. H. Thomas, Sherman, and others. And of course it could scarcely be otherwise, since Morris's Tactics are the tactics found necessary in the field, reduced to system. The style of the little book is remarkably clear, and on some points even the words of command are simplified. Fours are used more than in our army, and hence a gain in rapidity, and a higher value is set upon skirmishing, upon which there are most excellent chapters. On the whole, as the fruit of a most striking war, this book of Tactics has the highest value.

EGYPTIAN LETTER.

(From our own Correspondent.)

ALEXANDRIA, 27TH JANUARY.

IN the last fortnight holders of cotton have had to contend with adverse accounts from Liverpool, the advance in the rate of discount by the Bank of England, and apprehensions entertained in well-informed circles of dearer money, if not a financial crisis. Dealers in cotton nevertheless have confidence in the value of the staple, and from the fact that prices have not fluctuated, much of that confidence is not likely to be soon or frivolously shaken. During the last few days very little business has been done, and the sales of the fortnight amount to only a half of the receipts, light as they have been. I hear that the agents of H. H. the Viceroy have accepted an offer for 2,000 cantars, which hitherto has been declined—a movement which will no doubt have the effect of making holders sell more generally and freely.

Telegraphic communication which was restored on the 12th was again interrupted on the 21st; since when we have had no telegrams.

The quotations for open-ginned cotton, in light canvas, are:—

			With freight.
Fair to fully fair dls.	41 to 41¼	equal to	23½d. to 23¾d f.o.b.
Good fair........	„ 42½ to 43	„	to 24⅛ to 24¼d „ „
Good...........	„ 44 to 44½	„	to 25⅛ to 25¼d. „ „

There has lately been a better class of samples offered in the market.

Receipts of cotton to 25th January about	65,000	Cantars.
Sales of do. do. do. ...	33,000	„
Clearances for Liverpool	7,733	„
Stock unsold in Alexandria	200,000	„

Freight by steamer to Liverpool, ⅜d. per lb.

Exchange on London at 3 months' date, 95¼ to 95½.

For eleven days after I last addressed you the weather was very boisterous; and what is very unusual, we had a week of rain without interruption, accompanied by high winds. The European shipping have not suffered to any serious extent; but, upwards of thirty lighters laden with cotton, cotton seed, and merchandise have been sunk. The damage is estimated at about £70,000.

Our Postmaster, Mr. Windsor, died a week or two since. I did not, as far as I remember, mention his decease. After the dismissal of Mr. Thorn, three months since, Mr. Windsor was sent from London. His associate, Mr. Tucker, accompanied him. Mr. Windsor from the first week was from pulmonary disease unable to do any duty, and Mr. Tucker an utter stranger to the place, had, under the most adverse circumstances, the whole work and responsibility placed on him. He has so organized the Post Office here, which hitherto has been a nest of corruption, irrespective of delay and irregularity, that it is in contemplation on his return to England, in the event of the acting appointment of Postmaster not being confirmed, to present him with a substantial acknowledgment of our appreciation of his services.

The *Egyptian* newspaper is to re-publish on Wednesday. The Government, whose paper it really is, interdicted the publication, and the Proprietor and Editor has received in compensation for six weeks 150,000 piastres.

There has not been a change of Ministry since my last; but there have been several official changes, which, it is hoped, will have the effect of reforming the various public departments. Cherif Pasha, Minister of Foreign Affairs, has been appointed Minister of the Interior, an office which has been vacated for several months. The former Minister, Ragheb Pasha, lost favour; but it was never known why he came under the displeasure of the Viceroy. Nubar Pasha (an Armenian) takes the Ministry of Foreign Affairs, and Murad Pasha (late Governor of Alexandria) succeeds Nubar as Minister of Public Works. The Governorship of Alexandria has been conferred on Zulficar Pasha, a gentleman who has not held office before under the present Viceroy. Kurschid Bey, Prefect of Police, has been appointed Director in Chief of the Railway, hitherto under the Minister of Public Works. There is a curious story abroad with reference to this last nomination. It is that the Viceroy fearing assassination, or rather fearing that he may be shot while passing along the line, he has made this extraordinary appointment. Kurschid is of a thoroughly intriguing family. It is not many years since he was a "cavass" or ordinary policeman; and it is supposed that the Viceroy thinking that assassination is more likely to proceed from the rank of life from which Kurschid has emerged, H. H. has elevated him to the high office he now enjoys. He is ignorant of every language, excepting his own, with which he is imperfectly acquainted. Under these circumstances, and with a view to assist him, H. H. has given orders that situations as they become vacant are to be filled by natives. Under Kurschid, therefore, there will be important changes no doubt, to the great disadvantage of Europeans, and especially prejudicial to the English.

On the 16th instant H. H. the Viceroy gave a ball at Cairo to the European Colony, and on the 20th H. E. Cherif Pasha did the same. Both were failures in consequence of the paucity of ladies. The latter ball was given in honour of the Viceroy's accession to viceregal power. On the forenoon of the same day, H. H. received a deputation of the merchants of Alexandria and Cairo to congratulate him. An address was read, to which the Viceroy made a brief reply. He thanked them for their good wishes towards himself and his government, and concluded by regretting, notwithstanding their compliments, that so little had been done during the year.

I have once or twice mentioned the Alexandria and Ramle Railway as a Company which had under the management of two English merchants been doing well. It is now, however, in trouble. Mr. Fairman, the original *concessionnaire*, filed a petition against the abovenamed gentlemen as representatives of the Company, and the main question brought before the Court was to determine how far and in what manner he (Fairman) is interested under the agreement in the profits of the Company. What in fact he assigned over to the defendants, and what he is entitled to receive from the defendants in return. The testimony was very conflicting. But the Judge in giving judgment said:

> "What I think the plaintiff or petitioner is entitled to is to have his 30 per cent of the nett profit calculated from the time the trains began to work to and from the Schutz Station, and to his costs of this suit, and this will be the order of the Court.
>
> "As regards the Telegraph—this scheme is proved to be a dead loss; and no evidence or argument has been added to show that Mr. Fairman has been injured by the non-completion of the telegraph line.
>
> "Strictly speaking the Company is bound to construct, and I suppose work, the telegraph; but this point seemed to be waived on the hearing of the suit, and at present I make no order upon the question of the telegraph."

The case has been regarded with great interest here; and I am informed the defendants have appealed against the decision; and that should the Judge's assessment be confirmed at Constantinople, the defendants will sell the railway to certain French gentlemen, which they can do under the agreement, and, if so, Fairman (who is an insolvent) or his creditors, will get nothing; but how this is I cannot inform you; but it is so.

Letters from Constantinople mention that the Pera Telegraph office had communicated *direct* with Kurrachee, a distance exceeding 3,000 miles—said to be one of the longest stretches of unbroken telegraphic communication on record.

It is rumoured that the British Consul at Cadiz has requested a ship-of-war for the protection of the interests of British subjects. An insurrectionary movement is imminent.

PRESENT CONDITION AND PROSPECTS OF THE INDO-EUROPEAN TELEGRAPH.

(From the Gazette of India, Feb. 3.)

From LIEUTENANT COLONEL F. J. GOLDSMID, Superintendent, Indo-European Telegraph, to Secretary to Government, Bombay.

Teheran, 4th November 1865.

The perusal of an article headed 'Indian Telegraph' copied into the *Bombay Times* of the 25th September last, from the *London Times* of the 26th August, has confirmed the intention which I had before entertained of submitting to Government a statement of the present condition and prospects of the Indo-European Telegraph, the direction of which has been entrusted to my hands. However temporary the nature of the charge as regards myself individually, I feel it incumbent to place on record the causes of shortcomings and failures, so that there should be no future misunderstanding on the subject at a time when successful working shall be the rule and not the exception. The public press, especially in India, has been commenting freely on these things; and although I am not sensible that any personal allusions have been made to call for individual explanations, it is natural to infer that the Director General, or Superintendent of the Indo-European Telegraph, is the proper person to acquaint with his proceedings that Government to which he is immediatly responsible. It will rest with His Excellency the Governor in Council to place such a statement before the public, or otherwise.

Two years ago, after failure of the Red Sea cable, a new means of Sub-marine communication from India westward, was found in the Persian Gulf. Under the intelligent superintendence of the late Lieutenant Colonel Patrick Stewart, this cable was laid from Kurrachee to the mouth of the Shatt-ul-Arab; and, at the active instigation of the same talented officer, a Convention was concluded with the Ottoman Government, stipulating for the use of a land line in course of completion through Asiatic Turkey, from Scutari to Fao. Further, and to provide against accident between Bagdad and Bushire, negotiations were opened for an alternative land line through Persia, of which these two stations were the termini.

The cable from Gwadur to Fao laid in March; and the Turkish Convention signed in September 1864; the Turkish Asiatic land line first took messages from the cable in February 1865; the Persian auxiliary line opened in the following month. Colonel Stewart had died at Constantinople on the 16th January of the latter year, a few days before the first massage was conveyed by the Indo-European Telegraph.

I am not aware that this *fait accompli* was received with any surprise. Reports were heard of international exchanges of congratulation; but little more. Being out of the way, at the time, of reading newspapers other than those on the table of Pera Hotel, I may have missed seeing a congratulatory notice that England had, for the first time, been linked to India by an electric wire of nearly 5,000 miles in length. Yet it did not appear unreasonable to suppose that some such article might have been written. And of the distance traversed, at least one-third was through a part of Asia where telegraphs were either comparatively new, or wholly unknown. Assuredly in this achievement, the magnitude of the work has not been exaggerated.

Now let us examine the whole line, and see, piece by piece, how it is composed, and under what control placed. We will next proceed to defects, causes, and means of amelioration, treating the subject generally and without unnecessary technicalities.

A message for despatch to India is given to a Telegraph Company such as the Electric and International or Submarine. As a general rule Government has no connection with the London Telegraph Offices, takes no part in a European Telegraphic Congress, and sends its own ordinary despatches much in the same way as those of a private individual. The Indo-European message does not, therefore, start from the Government hands at all.

In finding its way to India, the telegram may take one of two great alternative lines—the Russian or the Turkish. I will not speak of the former at present, as it has been so little used, and, except for messages originating on the Continent of Europe, it is at present more or less in abeyance. By and bye I will revert to the subject.

To reach Turkey, or rather Constantinople, there are many ways. Perhaps the two principally used are through Vienna or Turin. The former transmits its despatches to destination, by Servia, Wallachia, or such other route as may seem expedient. The latter, choosing the Italian coast line and cable across the lower Adriatic, seeks the Turkish capital by Salmica, and the western shores of Marmora. The Telegram may consequently be dealt with, more or less, by French, Belgium, Dutch, Prussian, Austrian, Bavarian, minor German, Italian, Servian, or Wallachian administrations, before coming into the hands of the Turks at all. A common Convention, whether it be of Brussels or Paris, binds the above-named *inter se*, but England has no part in the matter; and the European feeders of the Indo-European Telegraph, unprotected to my knowledge, as far as Constantinople by any special rules, are subject to Continental usage and practice.

Once arrived at Constantinople, the India going massage comes under the *ægis* of a Convention called the 'Indo-Ottoman.' This provides it with an exclusive wire through Asia, regulates its tariff and so forth, up to Fao, where a British staff awaits it for despatch by cable. But from Constantinople to Fao, or about one-third of the whole distance from London to Kurrachee, the administration is Turkish; and a Convention in Asiatic Turkey is not like one in the heart of Europe. We may provide for the exclusive use of one out of two wires, the Turks may, in their anxiety to do well, set up a third, in some places a fourth wire; but we cannot provide that the line shall be in working order and the wires free from contact. We may ascertain, by inspection and enquiry, what is requisite, and advise the administration accordingly; but it is out of our power to control the Government of a foreign power as if it were our own. The telegram in Asiatic Turkey is, therefore, to a great extent at the mercy of unsystematic and unskilled Superintendents and Signallers, and a poorly qualified executive, except in the lower grades, where there is activity and intelligence as well as good will.

Sometimes the telegram turns off from Bagdad, and makes its way by the Turco-Persian frontier at Khanikeen, through Persia to Bushire. In this country there is a British Director and staff whose control is so far exercised that a message may be said commonly to traverse the eleven hundred miles of Telegraph now set up in about one hour. But the local Government is disinclined to delegate its authority over line guards to the English officers who direct the working of their Indo-European Telegraph; consequently, there are occasional interruptions through breakage, and the posts are not always of sufficient strength, or examined and renewed with sufficient attention. Majors Champain and Smith, Lieutenants Pierson and St. John, Royal Engineers, and Mr. H. V. Walton, deserve all credit for the generally excellent order of the Persian Telegraph; and it is but common justice to them and their Assistants that the public should be made aware how little of the delay in Indian telegraphic correspondence can be laid to the transit by Teheran. Had the average speed in Persia been the rule throughout the line, messages between London and Kurrachee could pass in about five hours. But this Telegraph is not ours; is an affair of the Persian Government, and though worked under the authority of a temporary Convention the cost of establishment is paid by England without return whatever, except the additional security and development of her cable traffic in the Gulf and Arabian Sea.

From Fao to Kurrachee, as also from Bushire to Kurrachee, then, we have the only section of the whole line exclusively under Government control, and for which Government and its officers are directly responsible to the public. It is Submarine, and therefore however, costly, needs no provision for daily watching; but a special steamer keeps guard over its well-being at Kurrachee; the cable stations at Gwadur, Mussendom, Bushire, and Fao are supplied with efficient establisements, and the Director at Kurrachee has his own particular staff. With the exception of two or three interruptions in traffic, owing to breaks in the cable, this line has worked admirably and has realized good returns. The Indian public are well acquainted with the zeal and earnestness of Mr. Walton in managing his section; but in comparing it with other portions of the whole line, they must bear in mind that it presents no difficulties with which he cannot bring his own and his Assistants' energies directly to contend.

I must not omit to mention the land section, or alternative line between Kurrachee and Gwadur. My own exploration of this part of the country in 1861-62 enables me to testify to the skill and perseverance which must have been evinced in setting up effectually the Telegraph in Mekran, for which Mr. Walton has no doubt received the acknowledgments of Government. I am not in a position to judge of the extent to which this portion of the line is now used, but the public have probably experienced that it is a good stand-by in the event of injury to the cable on the Indian side.

It will thus be understood that Government* exercises no *absolute control* over out-going telegrams to India, until they reach the Sub-marine cable at Fao or Bushire: and no *qualified control* except in the Persian alternative line. Whereas home-going telegrams are despatched by Government officials, but fall out of *all* Government control on reaching Turkish territory, whether at Fao or the Persian frontier at Khanikeen.

The above will, I trust, explain sufficiently the constitution and control of the Indo-European Telegraph, to render intelligible an investigation of the main defects of the line, their causes, and how they can be remedied.

Resuming the old starting-point, I commence with England; and most respectfully record my opinion that as we have, in the present case, a line of Telegraph which on the Indian side is in the hands of Government, so would it be advisable for Government to secure to the Indo-European Telegraph its special wires of communication through Europe, by Convention or written agreement with all Continental States through which traffic to India may pass. To mature and propose in detail a scheme of the kind, might be now superfluous; but the arrangement would not be complex, and might almost be effected in a single interview at the respective head quarters of each administration. Whether a Government office should receive the messages or not in London, is another question. At present I am merely contemplating certain minor and semi-political negotiations, which, to the best of my belief Companies would profess themselves incompetent to undertake; and which might, I submit, have been provided for had we been represented at the late Congress of Paris.

With Turkey, as before shown, we had a Convention at the time the through traffic commenced; but this document referred only to the new line in Asia, and on the European side delays and interruptions were frequent. The direct diplomatic communication already established with the Porte on the subject, was considered, however, sufficient warrant to negotiate generally upon the 'Indo-Ottoman Telegraph,' even after the formal Convention had been concluded. It was proposed to obtain from Turkey some guarantee for efficiency west as well as east of the Bosphorous. In the end of February last, I was authorized to take up the question at Constantinople. At this time I was not Director General of the line. But to make the matter easy of comprehension, I must become persional, and go back a twelve month.

My connection with the late Colonel Stewart had been rather in a political capacity than any other. Employment on a special mission had caused me to accompany him on leaving Kurrachee to lay the cable in January 1864. We parted at Gwadur to meet again at Mussendom on the Arabian Coast. Here orders reached me to remain with the Telegraphic expedition. When at Bagdad in April, I was directed to proceed along the Turkish Asiatic line of Telegraph up to Constantinople. Arriving there in August, I rejoined Colonel Stewart at the latter city. For the next three months he was busily engaged in preparing the Ottoman administration to meet worthily the responsibility they had incurred in their Convention. They had undertaken the management of a long and difficult land line which was to receive and return, in a foreign language, the cable communications of the Persian Gulf. There was reason to anticipate not only irregularity in transmission, but incorrect apprehension in meaning of messages. When I returned in November from a few weeks' absence in England, he was still at his work. In December I was about to leave him under instructions to proceed to Persia, but the state of his health cause me to defer departure. I need not revert to the termination of his short but brilliant and useful career in the commencement of 1865.

Authorised then, as above stated, to take up the work on which the late Colonel Stewart was immediately engaged *at the period of his last illness, I felt that the wisest course* was to follow, as closely as practicable, that which he had himself traced out. It is unnecessary to enter into particulars of *my interviews and correspondence* with the Turkish authorities between February and May. The reports are on record at the India Office. I may, however, state, as a matter interesting to Government and the public, that the Ottoman administration is pledged, among other important concessions, to give us two special wires, one by Nissa and one by Valona, and to construct an entirely new line for our Telegraph by the former route. Moreover, I saw scrupulously fulfilled the engagement made to Colonel Stewart to employ certain capable employés on the line, sent out from England, and obtained a promise that twenty new Telegraphers should be added to the insufficiently supplied station in Asia. The delays and irregularities complained of were put before the Turkish officials in detail, and dwelt upon as forcibly as appeared advisable. And I may take this opportunity of acknowledging the invariable readiness of Mr. Stuart, H. M.'s Charge d' Affaires at the Porte, to facilitate my dealings with the higher authorities of State, and the great advantage of his aid and influence whenever exercised.

In May I was summoned to England, and under instructions from the Home Government, took charge of the office of Director General from the 1st June. Intimation of my appointment had been telegraphed to me before this at Constantinople; but the circumstances which prevented me from acting on the telegram cannot possess any general interest; and the letter of nomination and correspondence regarding it were first seen by me in London some months after date.

But more remains to be said about Turkey. Our Convention with that Power was to secure a means by which India was to be placed 'in telegraphic communication with Turkey, and consequently with all the other States of Europe. The literal fulfilment has, however, failed hitherto to represent the spirit of the agreement. Telegraphic despatches may be interrupted to mean despatches of such moment that rapidity is everything to the sender, and worth, as in the case in point, one hundred times the cost of post. Now that which is worth so much more in actual coin, ought to be just so much the more efficacious; and I believe that the Indo-European Telegraph is capable, under good and systematic organisation, of being so rendered. I see no reason why messages should not pass to and fro between London and Kurrachee, in 5¼ hours, or 100rth the part of the 23 days which may be allowed for postal communication by the Bombay overland mail.

March to July 1865 inclusive.

Mr. Courtenay, Commissioner for the Indian Telegraph at Constantinople, has forwarded for my information a table by which the average rate of the first five months' working from Kurrachee to Constantinople is shown to be two days eight hours, and from Constantinople to Kurrachee two days twenty hours. He has not stated whether allowance has been made for difference of time in the computation; but this circumstance is not very material. If the European States worked in conformity with the Commissioner's average for Asiatic Turkey, the messages would take at least five days in reaching India, and such time is far too long.

European Turkey is, however, responsible for delays and interruptions, during the above period to a extent which could not have been anticipated when the late Convention was drawn up and restricted to Asia. Mr. Walton has probably made public the actual time then required for out-going telegrams in transit from London to Kurrachee. At all events these dates must exist in his records; and where the average is unreasonably and inexplicably higher than that struck by Mr. Courtenay, the onus of blame must in my opinion, be thrown upon the Ottoman administration, who direct their Telegraphs west as well as east of the Bosphorus. Not that our London Companies always chose the fittest European route, or that delays and verbal errors did not occur in Austria, Italy, or other Continental States; but that experience proves the heavier percentage of complaints was fairly referable to Turkey.

August to October.

It is to be feared that in the three following months there has been considerable deterioration both in European and Asiatc Turkey, for messages have reached Teheran of late, very frequently twelve days from London, and I can guarantee that the delay is not occasioned in transit through Persia. On the 16th August last, Mr. Courtenay writes that 'for several months past the telegraph service is very unsatisfactory; the delys on the Asiatic side have continued the same, if they have not even increased * * *. The European lines of Turkey are, it is stated, also in a very unsatisfactory state, and nothing appears to be done to remedy the evil.' On the 29th September: 'Owing to the torrential rains and gales we have had during the last fortnight, the Turkish lines, both in Asia and Europe, are working very indifferently.' On the 21st October, Agathen Effendi, the Director General of Ottoman Telegraphs, replies to a telegram which I had despatched, on the subject of existing delays, that these had been occasioned chiefly by malicious acts recently discovered, and partly by the temporary closing of the Valona office owing to sickness of *employes*. A telegram three days later included 'line repairs' among the causes of interruption. Striking an average of eight days' messages now reaching Teheran from London; via Turkey, I find the time taken up by each amounts to nine days.

Promises of amendment abound, as they ever did, and I have no hesitation in accepting those of the Director General of Ottoman Telegraphs as perfectly sincere. At all events, he cannot be said to want data for putting in order his Asiatic lines; Colonel Kemball, accompanied by Mr. Greener, an able practical Assistant, inspected the whole line from Scutari to Bagdad in 1860, passing through Asia Minor in the depth of winter. I myself, aided by Mr. Kersting, Assistant Telegraph Superintendent, inspected the same line in the summer of 1864, leaving Bagdad in May and reaching Izmid in August. Colonel Kemball's minute report and recommendations have long been available for the guidance of the Ottoman administration. My own papers on the subject were given to Colonel Stewart, and by him made over to the Turkish Telegraph officials more than a year ago; valuable suggestions on almost every practical point were, at the same time and in the same quarter, tendered by Colonel Stewart in person.

To sum up the prospects of the Indo-European Telegraph, they are encouraging, even with reference to past results. It cannot be supposed that the electric wire can be conveyed for five thousand miles by sea and land through the whole of Europe and south-west Asia with the same facility that its progress may be traced in pencil on the Map. The Indian public need be patient for a little, say another year, or till past the ensuing winter, a season trying to new Telegraphs, especially in such regions as the Caucasus and Asia Minor. I am humbly of opinion that unless some unforeseen great accident, physical, or political intervene, they will, ere long possess, whatever the route, the means of sure and speedy communication with the old country. In the meantime Government may rest assured that the officers honored with its confidence will not relax in their endeavours to attain the desired end.

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* Neither Government or any officer of Government.

WORKING OF THE MEKRAN COAST AND SUB-MARINE TELEGRAPH.

From H. I. WALTON, ESQ., Director Mekran Coast and Submarine Telegraph, to the Secy. to Govt. of Bombay. Dated Kurrachee, 22nd December 1865.

In obedience to Government Resolution No. 362 of 30th ultimo, I have the honor to submit a statement showing the working of the Mekran Coast and Submarine Telegraph to the 30th November last.

With a view to facilitate a comparison of the monthly receipts, I have thought it would simplify the statement if the additional information were added monthly to the previous statement instead of submitting a separate one for each month.

I regret to report that but little improvement in the average time of transmission between Kurrachee and Great Britain can be reported as having taken place during the past month. Neither does it appear probable that any improvement can be expected until the Ottoman Telegraph authorities see the necessity for a more prompt and efficient performance of their duties. Colonel Kemball personally informed me that the line between Mosul and Diarbekir is in a very bad state, nearly all the interruptions taking place in that section of the Turkish Telegraph. The first section, viz., from Fao to Bagdad, works most successfully, mainly owing to the very superior manner in which it was at first constructed.

In writing to Mr. Brasher from Constantinople on the 16th November, Mr. Courtenay, the English Telegraph Delegue there, reports as follows:—'Since yesterday the Asiatic lines are entirely interrupted. In fact, notwithstanding all the promises made to Colonel Goldsmid and myself and the constant representations in writing and verbally to the Porte and to our Embassy here, matters are getting from bad to worse.'

I think that the only remedy for the present unsatisfactory state of communication is to open the Russian route soon as possible. The line has been completed and opened from the European side for some months, it is difficult to understand, therefore, what objections exist to sending messages by that line *from* India.

INDO-EUROPEAN TELEGRAPH DEPARTMENT.

Statement showing the working of the Mekran Coast and Sub-marine Telegraph (the portion under the British Government) corrected to the 30th of November 1865.

1865. Months.	Messages of a Commercial or Private Nature.	Government Despatches.	Total Messages.	Revenue of Mekran Coast & Sub-marine Telegraph. Rs.	A.	P.	Average time occupied in transmission between Great Britain and Kurrachee. Days.	Hours.	Ms.	Average time between Kurrachee and Fao and *vice versa*. Days.	Hours.	Ms.	REMARKS.
May	2,132	18	2,150	64,237	8	0	4	18	...	...	1	19	
June	2,394	9	2,403	72,303	0	0	5	1	40	...	1	40	
July	1,819	6	1,825	56,529	4	0	10	20	30	6	8	35	During part of July cable was broken where no alternative line exists.
August	1,905	8	1,913	59,480	8	0	8	21	...	...	3	17	
September	2,544	7	2,551	80,310	10	6	4	18	52	...	1	26	
October	3,158	10	3,168	1,00,219	0	0	10	2	52	...	2	14	
November	2,428	24	2,452	81,521	0	0	9	20	...	...	...	...	Not yet ascertained.
Total ...	16,380	82	16,462	5,14,600	14	6	...	...	...	...	...	...	

H. I. WALTON,
Director Mekran Coast and Sub-marine Telegraph.
Kurrachee, 22nd December 1865.

RESOLUTION OF GOVERNMENT.

This is a very useful return. Mr. Walton should be requested to show in future returns the longest and shortest time occupied by a message in each month, showing the time for portions E. and W. of Fao separately.

He should be asked why no messages are sent by the Russian line?

BOMBAY.

TELEGRAPHIC communication between Bombay and Kurrachee was reported perfect at 8 P. M. yesterday.

THE office in connection with the Government Telegraph, at Keamaree, was closed on Saturday.

THE *Zuleika*, from Liverpool to Bombay, January 6th, put back on the 8th with loss of sails.

THE *Zoroaster*, from Liverpool to Bombay, has put back to Liverpool with loss of bowsprit.

A PIECE of board, with name *Compta*, was washed ashore at Ballydonogan Bay on 26th December.

THE *Eurydice*, from Liverpool to Bombay, put back to Liverpool 1st January, with loss of all topgallant masts.

THE *Ravensbourne*, from London to Bombay, put back to Gravesend 3rd January, with damaged windlass.

THE *Milton*, from Boston to Bombay, grounded near the former port, 24th December, heeled over and is badly strained.

THE *Gilbert Thompson*, from London to Bombay, anchored at Deal on the 6th of January, and was supplied with anchor and chain.

THE *Stalwart*, a ship with a white streak with cargo shifted and a list, but without damage to spars, was spoken off Karikal, 29th November, by the *Erymanthe* (s).

THE *Richard Cobden* and *West Riding*, both from Liverpool to Bombay, have put back to the former port with damage.

THE *Anglia*, Campbell, from Shields to Bombay, put into Plymouth 3rd January leaky, with loss of bulwarks, stancheons, and other damage.

THE *Montrose*, McIntyre, master, from Liverpool to Bombay, has been towed into Falmouth with damage to steering gear and loss of sails.

THE ship *Zimi*, from Sunderland to Bombay, which vessel sailed Dec. 8th, put back to Liverpool January 3rd, leaky, with loss of boats, bulwarks, and one man drowned; having experienced a series of gales in the English Channel.

THE *Severn*, from Calcutta to London, has been abandoned in a sinking state off Galveston; seven of the crew were picked up at sea and landed at Liverpool by the brig *R. B. Cove*.

THE following passengers proceeded on Saturday, per B. C. and B. S. N. Co.'s steamer *General Outram*, Captain Hewitt, to the Malabar Coast:—Mr. R. F. Mayer, Lieut. Verney, Lieut. Wilde, Mr. R. J. de Silva, Lieut. and Mrs. Bannister and two children, and Mrs. Fletcher and three children.

THE crew of the *Simla*, from Bombay (?) for Liverpool (?), were taken off by the *Star of India* in lat. 4 N, long. 20 W, the former vessel having taken fire; they were transferred off the Cape of Good Hope to a French brig for St. Helena, where they were landed Dec. 16.—[The above probably relates to the *Simla*, from Calcutta, previously reported.]

TIME intervals of messages received from Kurrachee between 6 P. M. of the 10th and 6 P. M. of the 11th February max. 75 hours 17 minutes; min. 51 hours 0 minutes. Imperfect communication between Nugger Parker and Buddeena was reported yesterday.

Latest dates of private telegrams received from Europe by the Indo-European line up to 8 P. M. of the 10th to 8 P. M. of the 11th February from the Continent of Europe 7th, and the United Kingdom 9th February.

MESSRS. VERNON AND SON launched from their yard at Seacombe, on 3rd January, a very fine iron ship, which was christened by Mrs. C. E. Dixon the *Achilles*. The vessel is built entirely of iron, and measures 223 feet 6 inches by 37 feet 6 inches beam. Her registered tonnage is 1,534. She has been built for the Bombay trade, and is owned by Mr. W. H. Dixon, and will be commanded by Captain John Miller, now in the *Agamemnon*.

THE *Bates Family*, from Liverpool to Bombay, was spoken Dec. 6, lat. 4. 30 N. long. 28, 30 W.

The *Royal Tar*, from Cochin to London, passed St. Helena Jan. 13.

The following vessels have been spoken: *Agamemnon*, lat. 10 N. long. 24 W.; *Hahneman*, Liverpool to Bombay, Nov. 22, lat. 5. N. long. 23½ W.; *Rothley*, Liverpool to Bombay, Dec. 24, lat. 42 N. long. 12 W.; *Stalwart*, lat. 9 N. long. 24. 32 W.; *Sam Mendel*, 27 days out, Nov. 25, lat. 3. 20 N. long. 23.29 W.; *Defiance*, Bombay to Havre, 70 days out, Dec. 11, lat. 21.47 S. long. 0.36 E.; *Henry Moore*, Bombay to Liverpool, Nov. 18, lat. 35 S. long. 25 E.; *Sea Queen*, Bombay to Liverpool, 51 days out, Nov. 26th.

THE question, says the *Overland Mail* of the 18th of January, for some time at issue between some of the shareholders of the late Imperial Bank of India, China, and Japan, who dissented from the amalgamation with the Bank of Hindustan, China, and Japan, and the liquidators of the former company, appointed at a meeting held shortly after the amalgamation with the Bank of Hindustan, was on Thursday last (Jan. 11) brought to a termination by the Master of the Rolls, who dismissed the petition of the dissentients with costs. This is, of course, a satisfactory conclusion for the present shareholders in the Bank of Hindustan, as the amalgamation of the two banks has received a further legal authorization, and it will, no doubt, put a stop to any further legal proceedings.

ON official intelligence being received in Calcutta, of the demise of the King of the Belgians, the Governor General in Council issued a notification, dated 3rd instant, directing the officers of H. M.'s services to put themselves into mourning for a period of ten days. The flag at Fort William was ordered to be hoisted half mast high from sunrise until evening from the 10th instant and seventy-four minute guns, corresponding with the age of His late Majesty, to be fired from the Fort, the last gun to be fired and the flag to be dropped as the sun sets on the last day.

The Bombay Government on receiving the above notification desired that a similar mark of respect should be observed in this presidency, and ordered the flag of the Castle to be hoisted half mast high for seven days, and on the last day 74 minute guns to be fired and the flag to be dropped as the sun sets.

A SUIT was heard by Sir Joseph Arnould on Saturday, brought by *John Roy Stewart* against *Cassum Jaffir*, for the recovery of Rs. 1,000, as damages for loss incurred under the following circum-tances:—The plaintiff let to the defendant a certain quarry situated at Sewrie Hill, for a term of four months, viz., from 15th May to 15th Sept. On the 21st August he gave the defendant notice to quit and deliver up the quarry on the expiry of that term, but this the defendant refused to do, continuing to retain possession for a month and a half after the stipulated time. The quarry was afterwards taken up by the Collector of Bombay, having been declared necessary for public purposes. A decree was given by the Court for Rs. 810 and costs. Mr. Howard and Mr. Green were for the plaintiff; Mr. Mayhew and Mr. Marriott for the defendant.

A MAN of the Maratha caste, named Coostna Limbajee, was on Saturday last placed before the Senior Magistrate of Police, charged with concealing the birth of a child and burying it at the back of a stable. It appears that about seven days ago the prisoner had buried the child at the back of a stable on the Dhobie Talao Road. The fact of the concealment was not known till the evening of Friday last, when Mr. Barnes, Inspector of the Division, in consequence of information received by him, proceeded to the house of the accused. On enquiries being made the prisoner owned that the child was his, and that he buried it not with the object of concealing its birth, but solely with the view to dispose of it. His Worship observed that if the charge of concealing the birth of the child would have been established against the accused he would have committed him to take his trial at the High Court, but it appears that he did this with the object of disposing of it. His Worship under the circumstance discharged the accused.

MR. BAYLEY appeared before Sir Joseph Arnould on Saturday, and, on behalf of Messrs. Cleveland and Peile, who he said had filed affidavits with reference to the charge which had been made against them a day or two ago by a client of Mr. Anstey's, requested his Lordship to appoint a day for the hearing of the matter. He stated in making the application that no notice had been given to these gentlemen by Mr. Anstey's client of his intention to bring a charge of misconduct against them. The first time they knew anything about the matter was on seeing it in one of the public prints. On learning the fact they immediately sent to the Prothonotary's office to obtain a copy of the affidavit which had been filed, and they received it about four o'clock on Friday afternoon. They then proceeded to prepare affidavits explaining what they had done; and he (Mr. Bayley) might state shortly that the affidavits which they had given in, and which were now on the files of the Court, directly contradicted the charges that had been brought against them. There were several affidavits, one from Mr. Cleveland, another from Mr. Peile, and others from clerks in their employment. Messrs. Cleveland and Peile were extremely willing to be cross-examined by the man who alleged that he had been aggrieved by their conduct; and they would also like to have an opportunity of cross-examining him. His Lordship remarked that it was desirable that some time should be given to allow the opposite party to attend. Mr. Bayley suggested that perhaps the ordinary motion day—Thursday—would suit. His Lordship said that so far as he was concerned he would be glad to appoint that day, but he thought it desirable that both the Acting Chief Justice and himself should hear the matter, and he would acquiesce in any arrangement which the Acting Chief Justice, on Mr. Bayley mentioning the subject to him, might make. In a case where charges of this character were made it was desirable that the earliest opportunity should be given to answer them. Of course, remarked his Lordship, it was understood that copies of the affidavits should be served on the counsel for the other party. Mr. Bayley said he did not know whom the service should be upon; the party had no attorney. His Lordship suggested that it might be upon the party himself at his residence. Mr. Bayley acquiesced.

Mr. Bayley afterwards mentioned to the Acting Chief Justice what Sir Joseph Arnould had said. His Lordship said he thought—especially as there were only two Judges sitting on that side of the Court—the matter might perfectly well be heard by Sir Joseph Arnould himself; it was not a question of law or anything of that kind. Mr. Bayley—No, not in the slightest. His Lordship did not think, under these circumstances, that it was at all necessary for two Judges to deal with it.

WE are glad to welcome in Bombay the sons of the Raja of Sawant Wadi—one of the oldest of Maratha Chiefs—who arrived on Sunday last. It is very desirable that the conductors of the administration of every native State, great or small, should periodically witness with their own eyes how the progressive affairs of the Presidency towns are managed. It is therefore well that the young Princes are accompanied by the Acting Political Superintendent and the native heads of offices. The whole party has been visiting the different establishments, and curiosities to be found in Bombay. They had an interview with H. E. the Governor, and on Friday last were present at the distribution of Prizes in the Free General Assembly's Institution. The Princes of Wadi are intelligent and of kindly dispositions. The eldest Ana Saheb, the heir apparent, is past thirty, and has been recently entrusted with certain judicial powers. The others have had some English education. One of these has a turn for mechanical art and frequently amuses himself with constructing models of machines and other contrivances. Another is known for his fondness for higher mathematics and pays some attention to general literature. We hope all will return home not only pleased with but also much benefited by what they will have seen and heard in Bombay.—*Native Opinion, February* 11.

WE are glad to learn that the representations of the Gujarathi press regarding the scarcity of house accommodation for the poorer classes of Zoroastrians have not fallen upon unwilling ears. In our last we gave a pretty full summary of what our brethren had to say on the subject, and we have now the pleasure to follow it up with the announcement that the scheme of a Building Society has been actually taken in hand by the elders of the Parsee community. The initiative was first taken by Messrs. Muncherjee Jamsetjee & Sons—a quiet and highly respectable firm of the Wadia family, who had ordered out from England sometime back a well matured scheme on the plan of a Building Society, and which they have now made over to the promoters of the present project. The site chosen is that known as Inkiras Stables in Girgaum, and it is proposed to erect a range of buildings thereon and to let them on a scale of rental which will realize five per cent. on the outlay. The Hon'ble Mr. Rustomjee, Mr. Dinshaw Manockjee, and other highly respectable Parsi gentlemen head the list of subscribers, and so far as we can see at present, the project is launched with every auspices of success.

Other sections of the people ought to follow this example. The poor of each are equally distressed for want of house accommodation.—*Id.*

THE NEW TROOP TRANSPORTS.—Four 70 cwt small palmed double concave anchors, on Captain Rodger's principle, were recently received at Woolwich from the Parkfield ironworks at Rotherham, in Yorkshire, to be tested, under the hydraulic press, to the account of Messrs. Money, Wigram and Co. The anchors are intended for the 2-gun screw iron troop-ship *Crocodile*, 4,173 tons and 700-horse power, now building by that firm at Blackwall, and approaching completion. The *Crocodile* is the first of the five vessels ordered to be constructed by the Admiralty as relief ships to carry troops to and from India. The other ships will be as follows:—The *Euphrates*, building by Messrs. Laird at Birkenhead; the *Jumna*, by Messrs. Palmer, at Jarrow; the *Malabar*, by Messrs. Napier, at Glasgow; and the *Serapis*, by the Thames Company, at Blackwall.

The anchors received from the Northfield iron and steel works at Rotherham, and manufactured on Captain Rodger's indented small-palmed principle, have been submitted to a severe test under the hydraulic press. The last has been proved in the presence of the authorities at Woolwich. They are intended for service on board the Indian transport vessel *Crocodile*, and all endured a strain of 50 per cent. higher than that prescribed by the Admiralty regulations. The elongation of the arms, or the greatest variation of angle, when the strain was on was five-eighths of an inch, and when the machinery was slackened they regained their usual form, showing no permanent set, which was highly satisfactory. Before their removal from Rotherham the anchors were fire tested, in the presence of one of the foremen smiths sent down from Woolwich for that purpose. The test is consequently completed, and they will be retained in the yard until the completion of the *Crocodile* for sea.—*Times*.

THE VOYAGE OF THE "MALTA."

THE *Malta* made a capital run from Suez with the inward mail. She left that port on the 29th ultimo at 1 A. M., and anchored in Aden harbour at 7 P. M. on the 2nd inst., having been 4 days 18 hours on the voyage, beating the French mail steamer *Cambodge* by 22 hours. She left Aden at 7-30 A. M. on the 3rd and was at anchor in Bombay harbour at 9-15 P. M. on Friday, having thus made the passage from Suez in 11 days and 14 hours. The *Malta* had fine weather down the Red Sea and experienced head winds between this and Aden.

The St. Catherine's range of mountains, at the entrance of the Straits of Jubal, were covered with snow. This is certainly a singular fact for the Red Sea. On the passage up to Suez the *Malta* experienced hard squalls with rain, the weather being very cold.

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.

Return of Traffic for the Week ending 3rd Feb. 1866.

OPEN 306 MILES.	Rs.	A.	P.
Coaching	39,526	3	8
Merchandize	36,062	9	0
Total...	75,588	12	8
Increase...	16,820	2	4
Corresponding Week in Feb. 1865, open 306 miles.			
Coaching	49,274	15	6
Merchandize	9,493	10	10
Total...	58,768	10	4

THE BYCULLA SCHOOLS COMMISSION.

THE following Resolution, upon the Report by the Byculla Schools Commission, sent in to Government on the 14th October last, has been placed at the disposal of the Press:—

RESOLUTION.—His Excellency the Governor in Council gives his best thanks to the Commission for their careful and methodical enquiry. He believes that those interested in the Bombay Education Society's Schools will generally consider the Commission's conclusions to be established as completely as present experience permits and sufficiently to require unhesitating action thereon.

The conclusions are that it is "desirable that the main bulk of the Schools be removed to Poona, a Branch Establishment being left in Bombay, and provision being made for the residence of a portion of the children at some Hill Station during the hot months;" and, secondly, that it is "desirable that an institution should be formed in some part of England for the education of orphan and friendless children of pure European blood."

The Commission state that they are precluded from directly recommending any plan that implies not only co-operation but initiative measures on the part of the Education Society, because they are not in a position to know what the views of the Society, with regard to such a plan, might be. His Excellency in Council hoped that when he assented to the Society's proposal that it should name one-half of the Commission, the Society would consider itself to be fully represented therein, so as to ensure its full co-operation to give effect to any well established conclusions, and to obviate any such hindrance as indicated by the Commission's statement above quoted.

After careful deliberation of this matter, His Excellency in Council, having regard to the fact that the Military Asylum comprises the largest part of the children of pure European blood for whom an English Asylum is recommended and to the administrative difficulties—financial and other—and the consequent delays which would inevitably attend joint action by the Society and Government, thinks that the present connection of the Military Asylum with the Bombay Education Society should cease so soon as by other means the care and education of the children of the Military Asylum can be provided.

For this purpose His Excellency in Council will recommend that an Asylum be established in England solely for the children of soldiers who shall subscribe according to the rules of the Military Asylum, with such modifications as may be needful, and that it be wholly maintained by the State.

It would still be necessary to have some Asylum in India for those too young to be sent home immediately or whose parents desire to keep them in India whilst theirselves reside there, or for those only needing the protection of the Asylum temporarily as when a regiment goes on field service. Until the numbers and necessities of these classes should be known by experience, the Bombay Education Society would doubtlessly continue to receive these on adequate payment by the Government.

The excellencies of this plan are manifold. The education of British orphans in England instead of in India would advantage in the highest degree every purpose which calls for the State's care of them. The preservation of their lives, their physical and moral growth, and consequently their welfare and usefulness, the great mitigation of the domestic anxieties of the married soldier and his wife in India, giving consolation to them and more happiness and dignity to their position, these things, in themselves most important, would be helped in such large measure, that it is not easy to overstate the value of the Commission's recommendation and the beneficent consequences which may be hoped from it.

His Excellency in Council is not aware of a single objection. Even the mere money cost per child would probably not exceed that which, under the present system, the State would soon incur because the Government is pledged to meet in future the full cost to the Society of the children of the Military Asylum. The transport of the children to England will practically be without cost, as the Government Steam Transports for the periodical relief of the Troops will provide the means at no greater cost than their maintenance on shore. The cost of the site, building, and outfit of the new Asylum in England, estimated according to the enquiries of the President of the Commission at £20,000 for two hundred children, would not be wholly additional, because the present accommodation in Bombay and Poona is very inadequate, the Military Asylum occupying a great part of the Society's Buildings to the exclusion of other objects of its bounty, and the State would have to contribute largely to additional buildings here, whilst the recent apprehension of the demands of Sanitary science would certainly compel further expenditure of the same kind, of which the State would bear its share. So that the utmost cost is the difference between the cost of additional buildings here and a new Asylum in England, added to the difference (if indeed, notwithstanding the additional controlling establishment, there would eventually be any unfavourable difference) between cost of maintenance in India and in England.

The proposed Asylum in England could also facilitate the Commission's proposal, that the greater portion of the Bombay Education Society's Schools should be moved to Poona with provision for the residence of a portion of the children at a Hill Station during the hot season.

To the Bombay Education Society's work, separated from the Military Asylum, the Government has no more direct relation than to any other public charity, and His Excellency in Council does not wish to interfere with the Society's responsibility. Only he would urge the Society to weigh carefully the deliberate conclusion of its own selected representatives, the large testimony by which it is supported, and the fact that the very appointment of the Commission was the result of a conviction not hastily entertained by a few persons, but growing from year to year, and forcing itself upon the Society and upon Government, that for the greater part of the children a more healthful climate than Byculla could be and ought to be provided, a conviction now confirmed by the most complete enquiry which the Government would procure.

Such facilities for this purpose as the Government can offer to the Society will be readily given, and His Excellency in Council believes that the public interest in the Society's Schools will be found sufficiently helpful to carry out any thorough action of the Society for the perfection of its beneficial charity.

W. F. MARRIOTT, Lieut-Colonel,
Secretary to Government.

THE FATAL ACCIDENT AT ADEN TO GUNNER BRETT.

ON Saturday last, Sergeant Major McCutchen, of the Royal Artillery, was again placed at the bar, before Mr. J. P. Bickersteth, Senior Magistrate of Police, on a charge of having caused the death of Gunner Brett, *of the same corps, in consequence of not having taken precautionary measures to prevent the accident by which he was killed through the wheels of a sling carriage passing over his body.*

The accused was still undefended.

The prisoner called the following evidence for the defence:

George Murch deposed.—I am a Sergeant in the Royal Artillery. I was present when the accident occurred by which Gunner Brett lost his life. I remember your halting the gun at the top of the Belfrey Hill. It was an 8 inch shell gun. The average weight of such a gun is 65 cwt. The weight of the sling-waggon was about 30 cwt. The carriage when it was halted was resting on the incline towards the church. I saw that the gun was inclined to run back and ordered the men to scotch the wheels in the rear. You posted Gunners Marsh and Brett at one side of the yoke and two natives at the other. I heard you before the gun was started caution them, that if it went too quick for them they were to run the gun into the banks of sand on either side of the road. The gun might have been moved four or five yards further forward from the place at which it was halted, without the risk of its going down the hill. If the lock chain had been put on where the gun was halted it would have required a very heavy pull to get it over the crest of the hill. After posting the men at the yoke and cautioning them, I heard you give the order "gently forward." If the men had moved the gun forward gently as you ordered, there would have been ample time to have moved either of the drag ropes to the rear. All the Europeans engaged in removing the gun were in very high spirits that afternoon, having received news, that they were to be relieved from Aden. At the time you gave the word "gently forward" they pulled much harder than they should have done.

By the Court.—I think it was the prisoner's intention to pass one of the drag ropes to the rear. The speed with which the men went forward was such as to prevent his doing so. If the accused had been able to do so, it would have been quite sufficient to check the speed of the gun. Having regard to the place where the gun was halted, I think this mode of procedure was better than locking the wheels by putting on the drag chain. If the gun had been halted at the brink of the hill, it would, I think, have been safer to put on the drag chain. I can't say why the gun was halted before it arrived quite at the top of the hill. I think the word "halt" was given a little too soon. If the gun had been moved under my orders, I think I should have passed one of the drag ropes to the rear before starting it from the place at which it was halted. I had no time to suggest this to the Sergeant Major before the gun was started. The men at one drag rope would have been strong enough to move the gun. The prisoner has been in the same battery with me for three and half years. He has not had much experience in moving heavy guns during that time. I never saw him in charge of the removal of a gun before. I attribute the accident to the men starting off with too much ardour, and not obeying the order to go gently; and also to the two natives running away from the pole and leaving the Europeans alone at the other side. And it is my opinion if there had been four Europeans at the pole they would have taken the gun down safely. I can't say why four Europeans were not placed at the pole.

Alfred Green deposed.—I am a Corporal in the No. 2 Battery, 21st Brigade, Royal Artillery. I was on duty with the party removing the gun at Aden on the 5th December last, and witnessed the accident by which Gunner Brett lost his life. I remember the gun being halted at the top of the Belfrey Hill. I scotched the wheel in the rear. I found it necessary to do so, to prevent the gun running backwards down the hill up which it had come. I did not hear you caution the men at the pole, but being at the rear of the gun, you might have done so without my hearing it. I did not think the gun could have been moved further forward than the place at which it was halted without danger. There is no level space at the top of the hill. The distance between the centres of the front and hind axle trees is about nine feet. I think the front wheels had passed the crest of the hill when the gun was halted. I don't think the rear wheels could have been moved to where the fore wheels were standing without danger. The gun was an 8 inch shell gun, weighing 65 cwt. The waggon weighed about 33 cwt. If the drag chain had been put on where the gun was halted, it would have required a good strong pull to draw the gun over the crest of the hill. It requires much less force to keep the gun moving than to start it. No. 4 Battery, 21st Brigade arrived in Aden that afternoon, to relieve No. 2 Battery. The men of No. 2 Battery were greatly rejoiced at the prospect of being relieved. I cannot say they worked harder that day than usual.

By the Court.—After the gun had been halted, the men were ordered to go forward. I did not hear the order "gently forward," only "forward." The men went forward gently more so than they usually do. I was about ten or twelve yards in rear of the gun when the accident occurred. I saw the natives run away from the pole. In my opinion the accident is attributable to the drag chain not being put on. If the natives had remained at the pole the gun might have been shunted to either side of the road into the sand, and this would have checked its speed. After the natives had left, it was impossible for the Europeans to do this. The descent is so steep that I do not think even if both drag ropes had been put to the rear the men would have been strong enough to hold up the gun.

Captain and Brevet Major Peter Daniell Marett deposed.—I am a Captain and Brevet Major in the Royal Artillery. On the 5th December last, I was in command of the 2nd Battery of the 21st Brigade, and in general superintendence of the removal of an 8 inch gun from the Post Office to Ras Farshyne at Aden. The accused was in executive charge of the party. I was not present at the accident which occurred.

By the prisoner.—The distance between the centres of the front and hind axle-trees of the waggon on which the gun was removed is between 9 and 10 feet. If the drag chain had been put on where the rear wheels were 9 or 10 feet from the crest of the hill, the difficulty of starting the gun would have been considerably increased. If the gun was halted with rear wheels, nine feet from the crest of the hill, it might have been moved forward a short distance without shifting the drag ropes or putting on the drag chains.

The accused having intimated that he did not wish to call any more witnesses, His Worship said that as he intended to read over the whole of the evidence carefully before deciding whether to commit the accused or dismiss the charge, he should postpone the case until Wednesday next, the 14th instant, at 12 o'clock, noon.

SPORTING.

BOMBAY RACES—1866.

SECOND DAY, SATURDAY, 10TH FEBRUARY.

THE programme presented for this evening's amusement was decidedly meagre; not in the number of the races, for more than the usual quantum were on the list, an extra race having been added to the card, but in the fields which they offered. They consisted of two "walk overs" and an entry of two, and two of three respectively. Had it not been for the gallant manner in which Brewtey handled *Grey Leg* in "The Whim," thus making an exciting race of it, the races would have been dull indeed. But this, all who witnessed the style in which the little grey was piloted, will confess was ample atonement for any disappointment. We are not so fortunate in being able to state that this evening, like the first, passed off without any drawback; for it was by a mere chance that a very serious accident was avoided; luckily the mischance resulted only in a severe shaking to the party concerned. In the "Welter" the rider of *Dervish* within a few yards of the winning post, and opposite the grand stand, broke his off stirrup leather suddenly, and consequently came a burster on to the Course, from which he was obliged to be carried off. On examination no bones were found to have been broken, and the administration of a "slight sensation" put him square again. The attendance at the Club balcony was not so good—that is, of the ladies—as on the previous occasion, though the gentlemen mustered pretty strongly. The new stand, we are happy to say, was in better request; and we have no doubt, as it becomes known, will gain favour; while the tag-rag and bob-tail portion of humanity sent more than their quota to assist in filling up the background. We must not omit to mention that the band of the 4th King's Own Regiment was in attendance, and helped to while away the intervals with its inspiriting strains. The subjoined is the card and its results:—

"H. R. H. PRINCE ALBERT VICTOR'S CUP."—Presented by His Highness Aga Khan, value Rs. 1,200, for all maiden Arabs. Weight for age. 2 miles. Entrance 30 G. M., H. F., and 10 G. M. forfeit if declared by the 1st Jan 1866. To close and name on the 1st May 1865. Winners of the "Derby" 5 lbs. extra.

		st.	lb.		
H. H. Aga Khan's ......g. a. h.	Khoorsheed...	9	3	Syed	1
Hajee Abdool Wahab's..b. a. h.	Namook	8	12	Abdool Rizzack.	2

Khoorsheed appeared in better trim than ever, and was expected to carry off the cup presented by his master; though some had doubts whether he would be able to stand the two miles with his game leg. *Namook's* last gallop had evidently done him no good, having drawn him a great deal finer. He has been over-worked, and a rest would do him no harm, as he has gone back, being beaten in still worse time than the "Derby." A good start was effected, *Namook* taking the lead, *Khoorsheed* waiting, lying in his wake. They continued thus to the half mile from home, when *Khoorsheed* went to the fore and challenged the lead, which the other could not hold, and kept it home, winning the race easily by two lengths without using a whip.

Time ½ mile 1-1; 1m 2-3; 1½m 3-2; 2 miles 4 min. 2 sec.

"THE WELTER."—Rs. 300 from the Fund, with a Sweepstakes of 10 G. M., H. F. For all Horses. Weight for age. Byculla standard raised 2 st. Gentlemen Riders. R. C. Maidens allowed 7 lbs. To close and name on 1st January 1865, but Horses may be entered and named upon double stakes and forfeits until the day before the Race.

		st.	lbs.		
Hajee Abdool Wahab's..g. a. h.	Mistake	11	0	Mr. Horton...	1
The Bedouin's ....g. a. h.	Prince Albert.	9	12	Mr. S.	2
Mr. Crawford's.........b. a. h.	Dervish	11	0	Mr. Browne..	3

Mistake was placed the favourite for this, although *Prince Albert* was declared to have a chance on account of the weight the other was giving him. They got away indifferently, *Prince Albert* shooting ahead with *Dervish* close up, *Mistake* two lengths in rear. At the mile post the two former were together neck and neck, while the latter was a full distance behind; when it was believed by all that his chance was gone. Emerging from behind the haystacks, it was seen that *Mistake* had been making good use of his time, he having overhauled his companions, and at Pallonjee's had taken the lead. Rounding the corner and the straight run home was a pretty race, but *Mistake* held his own, and was landed a winner by a clear length, *Prince Albert* second, *Dervish* close up.

Time—½ m. 38 sec; 1m 1-58; ½2-5 P.; R. C. 3m. 3 sec.

"THE WHIM."—Rs. 300 from the Fund, with a Sweepstakes of 15 G. M. For all Horses. Maidens allowed 5 lbs. R. C. To close and name the day before the Race.

		st.	lbs.	oz.		
The Stranger's ....na. g. a. h.	Grey Leg..	9	3	8	Brewtey	1
H. H. Aga Khan's ....b. a. g.	Jairam	8	13	9	Syed.	2
Mr. Bailey's ....c. a. h.	Rufus	9	3	1	Mr. Gordon ..	3

For the above three presented themselves and by universal voice it was held to be *Grey Leg's* race. On the old favourite showing himself he was received with a buzz of applause, and certainly the game little fellow looked as well as ever. In the gallop before the stand, however, it was evident that, though going strong, he had lost a greater portion of his splendid old style of bowling away. He is now getting in years, this being his fourth season, and deserves being laid up in clover for the rest of his days, having netted for his owner a large sum during his career. *Jairam* was evidently lame, or he would have given the other a tussle for the victory. *Rufus*, a third class animal, on the strength of having done something up-country was brought down to face first raters. He might have stayed where he was, and not lost the honour he had gained. After three false starts, through the latter lagging at the post, they managed to get away on even terms. *Jairam leading round the corner, with Rufus in his wake, Grey Leg* evidently biding his time; and so on for the first half mile. *From the mile post*, however, the latter had overtaken, passed, and then pulled back to his companions. Rounding the Dhobies' Corner and nearing Pallonjee's they were all together, and at the half mile from home the steam was again put on the little grey, and his rider finding he was there, held him in again for the others to overtake him. Rounding the last corner they were all in a ruck, but at the distance *Grey Leg* was told to go along and win, which he did easy—as pretty a race as one would wish to see. *Jairam* making a bad second, while *Rufus* was a worst third.

Time—½ m. 1 min.; 1 m. 1-58.; R. C. 3 min. 58 sec.

Raby then cantered by the Grand Stand for the two races in which he had been entered, no horse having presented himself as an opponent.

CORRESPONDENCE.

A CONTRADICTION.

To the Editor of the Bombay Gazette.

SIR,—With reference to the para. in the local column of your yesterday's issue, regarding the appointment of a Parsee gentleman of this city to the post of Primership to the Raja of Bhownuggur, I beg to inform you, that you are misinformed on the matter, and that Mr. Gowreesunker Odaysunker is the Prime Minister to the Thacore of Bhownuggur. I shall therefore feel obliged by your publishing this contradiction in your next issue.—Yours &c.

DADABHOY NUSSERWANJEE.
Bombay, 11th February.

MAZAGON LAND AND RECLAMATION COMPANY.

To the Editor of the Bombay Gazette.

SIR,—I would beg to draw your attention, and the attention of the shareholders in the above named Company, to a paragraph in the local columns of the *Times of India* of the 9th instant, with regard to myself; and the untrue, and illiberal remarks appended to that paragraph; thus, "Mr. Latham has lost the Company, and the state of affairs is now very satisfactory."

By this I understand that [redacted] that by quitting the service of *only a few days*, that its affairs *be very satisfactory*. To this un plication I make no further deny emphatically the fact so st as a text, in the interests of the shareholders and to a future period, for explanation, and the reasons of my leaving their service, as well as a publication of all the correspondence having reference to the development of their undertaking, and a securing of their interests.

GEO. LATHAM C. E., M. Inst. C. E.
Bombay, 9th February.

INDIAN NEWS-LETTERS.

(From our own Correspondent.)

ADEN, 18TH JANUARY.

THE brave army returned from the interior of Arabia on the 9th, and a salute was fired for the Political Resident and Brigadier General, in welcome, I suppose, of their return home, after what is, I believe, considered a successful expedition. But let us reason fairly with ourselves as to our right of interfering and the benefits we are conferring on the Abdallies by assisting them. The Foodlies invaded the Abdally country for the purpose of gathering in and taking away the crops of grain of the latter and were reported to be 1,200 strong. On the 21st December our forces, about 700 strong, with four guns, moved out, and after a march of fourteen miles came on the Foodlies unawares as they were cooking their dinner, for they had no look outs and did not see us till we were within 300 yards of them: of course there was a panic, and after firing a few shots and wounding some five or six of our men they fled in all directions, the Sooltan of the Tribe, an old man of 80, escaping on a swift camel. The Abdallies and Foodlies from a very long time have been enemies off and on with each other, and while the latter make plundering excursions into the country of the former, our supplies have generally been stopped for days together, because the tribes in the hills are afraid to have their kaffilas looted: on these occasions Sooltan Bin Abdoola's people carry off forty and fifty camels at a time, for a kaffilah generally coming from a distance consists of between forty and fifty camels laden with dates, wood, grass, grain &c. These Foodlie Arabs are the most miserable and poor lot of natives I ever beheld, the inhabitants of the towns were the cultivators of the country, for all about them the land was laden with heavy grain crops, and on our approach fled for their own safety to the hills. No European had ever been in the country before, and we were quite unknown to them: was it surprising, therefore, that they feared us and fled? What reply did the Chief give to our Political Resident's invitation to come in—he is said to have replied, that he and his tribe would come in as soon as the English had left his territory, they had invaded it without cause, and until they quitted his country they could not possibly come to terms. He kept his word and kept to the hills while we were there, and has never come in since nor does he intend to.

SIND.

WE are very sorry to hear that Captain Haig, Settlement Officer of the Kurrachee district, is now ill in Kurrachee. He arrived here by special train early on Saturday morning last, with a view of getting the benefit of the sea air, and we understand that there is already a slight improvement in his health from the change. Should this gentleman be compelled to leave India on medical certificate, which it appears is not unlikely, the people of Kotree will lose in him a firm and staunch friend, and one who has always been a liberal contributor to every charitable and good work.—*Our Paper, Feb.* 6.

THE BELL RINGING.—A Court of Enquiry assembled yesterday at the Artillery Mess-room to enquire into the bell-ringing business of which our readers have heard so much. Captain Tyrwhitt and Lieutenant Smith were present but Captain Knight had travelled too far to be recalled; the Rev. Mr. Stead, Mr. Martinant, the Ramoose of the Church and two Gharreewallahs were examined. The result of the Court's deliberations had not transpired up to the hour of going to press.—*Id.*

NORTH-WEST PROVINCES.

MR. SIBLEY, Chief Engineer of the East Indian Railway, is at present marching down from Delhi to Ajmere, with a view of determining the best line for a Railway. He arrived at Jeypore on Saturday. We learn that the Maharajah of that place wishes the line to be made from Agra *via* Bhurtpore, and not from Delhi, but the fact of the Jumna being bridged at Delhi, and not at Agra, will most likely decide the point in favor of the Delhi route. The Native States are most anxious to have the Railway, and are prepared to give the land free, and otherwise to promote the scheme, but they refuse

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to give up their customs dues, which are considerable. Now, if goods are to pay customs duty to each State through which they may happen to be conveyed by rail, the obstruction to trade will be great and the *hisab* will be rather a difficult matter. The only way will be for Government and the Railway Company to pay an annual compensation to each State.—*Pioneer, February* 5.

MALTA.

LIEUTENANT the Hon. H. B. Hamilton, of the *Victoria*, was tried on the 6th inst., on board the *Hibernia* for returning on board from leave in a state of intoxication. The Court was composed as follows; Capt. R. Coote, of the *Gibraltar*, President, Capt. F. A. Campbell, of the *Royal Oak*, Capt. G. Wodehouse, of the *Meeanee*, Capt. R. J. J. G. Macdonald, of the *Arethusa*, Capt. W. Chamberlain, of the *Resistence*, Capt R. D. White, of the *Cossack*, Capt. the Hon. F. A. Foley, of the *Caledonia*, (Capt. A. L. Mansell, of the *Hydra*, being absent on leave), F. J. Fegen, Esq., Secretary to the Commander-in-Chief, officiating Judge-Advocate. The prisoner pleaded guilty, but in consideration of his good services before the enemy, was only sentenced to forfeit one year's seniority and to be dismissed his ship.—*Malta Times*, Jan. 11.

WE think we are conferring a service on our readers in the coast ports of the Mediterranean, by bringing to their notice the advantages offered to them to ship goods through Egypt, instead of sending them to England and round the Cape.

The Bombay and Bengal Steam Ship Company now runs steamers fortnightly between Bombay and Suez, and, we believe, monthly also between Calcutta and Suez. By the Bombay line merchants now send out goods in six weeks from Manchester, arriving at Bombay, we are informed, as fresh and sweet as if they had but just been turned out of the lom, and at rates lower, taking time, risk, and interest into account, than they can be obtained by the long route round Southern Africa.

Passengers speak very highly of the table accommodation and the attention they have received from commanders and officers of the Bengal line; which, together with the very low rates at which tickets are granted, has called from the press in India an enthusiastic appeal for public support.—*Id., Jan.* 18.

MILITARY COURTS-MARTIAL.

THE subjoined circular memorandum, addressed to the army at home and abroad, has been promulgated by the Adjutant-General, Lord William Paulet:—

Horse Guards, December 29, 1865.

The attention of the Field Marshall Commanding-in-Chief having been directed to the diversity of practice observed by courts-martial in cases where the finding or sentence, or both finding and sentence, are modified by the court upon revision, his Royal Highness is pleased to direct that in all instances of modification or revision the court shall expressly revoke their former act or acts, which are to be modified, whether finding only or sentence only, of finding and sentence; and shall then proceed to state, in complete form, their final finding or sentence, or finding and sentence. Annexed are copies of forms which are to be adopted on such occasions. Where the court, on revision, adhere to their former finding and sentence, that fact should be stated, as in the form used at present. "The court having attentively reconsidered the whole of the evidence, and also the observations of the revising officer, do now revoke their former finding, and are of opinion," &c. or do now revoke their former sentence and now sentence the prisoner," &c., or, " do now revoke their finding and sentence." " The court are now of opinion," &c.—*Overland Mail, Jan.* 18.

GIBRALTAR, JANUARY 16.

There is again no mail from beyond Cadiz. It is rumoured that the British Consul in that city has requested a ship of war for the protection of the interests of British subjects. The inferences of previous days from the absence of any satisfactory statement favorable to the Government becomes hourly stronger as to the probable success of the insurrectionary movement. The communication must be cut between Madrid and Andalusia, and this indiates greater activity and strength on the part of the insurgents. And if, as is generally believed, the army will not act against Prim, it is, of course, only a question of a few days.

OFFICIAL REPORT OF THE CROPS IN THE SOUTHERN STATES.

AT the meeting of the Executive Committee of the Cotton Supply Association, on Tuesday, as we learn from the *Manchester Guardian*, the following communication was produced, forwarded by the Foreign Office. It was received from her Majesty's Minister at Washington, being a memorandum relative to the present and prospective condition of the cotton corps in the Southern States. The despatch, signed Frederick W. A. Bruce, and dated Washington, December 18, 1865, states that there is no doubt that this is as accurate a report as can be be made at present:—

In May last the Government of the United States put forth a statement to the effect that as far as their agents and officers had been able to ascertain, there were about 2,500,000 bales of cotton then stored in the Southern States. From all that I can learn, and I have taken pains to ascertain the views of the principal planters and cotton factors in South Carolian, Alabama, Louisiana, and Mississippi, there was not at that date in the whole of the south more than 1,200,000 bales, and of this, between 100,000 bales are so damaged as to be quite unfit for the manufacture of any fabric. The crop gathered this autumn is never estimated at over 500,000 bales, and the best authorities agree in supposing it to be more nearly 350,000 bales. With regard to the crop of 1866, it is more difficult to form a true estimate. But so completely has the system of labour been disorganised by the emancipation of the slaves, that the most sanguine speculator does not give more than 1,250,000 bales, and I consider that 1,000,000 is an outside computation. I visited several plantations in Louisiana, where the system of free negro labour has had a comparatively long and fair trial, as a great portion of that State has been in the hands of the Federal authorities for the last three years. Those people who have had most experience of free black labour assure me that there is the greatest difficulty in getting a fair day's work out of the negroes they employ. A negro has no idea of the sanctity of a contract, and will, as far as in him lies, evade the performance of his part of it. The means in the hands of the planter to enforce its due execution on the part of the labourer are very slender. Summary dismissal for idleness or negligence is out of the question, as there is no other labour in the market, or not in sufficient quantity to be available to be put in competition with the negro. Added to this, it is probable that at least one-fourth of the old negro labour is already lost to the agriculture of the South. The mortality among the black population has been very large, and to this loss must be added the great number of the more intelligent hands who were impressed, or who enlisted into the Federal armies, and those who, escaping enlistment, have swarmed into the large towns, where they find employment much more suited to their taste than that of field-labour. There has likewise been more or less immigration to the North. I very much fear that we must look forward to a still further decrease year by year, and ultimately to the almost total extinction of the race. With regard to the cultivation of cotton by white labour, I believe that, except in the more southern parts of Louisiana, it will be found possible and profitable, and will no doubt be eventually managed. But the introduction of white labour must be a very slow and gradual process, under the most favorable circumstances, and although the Central Government may do much to retard, it is powerless to accelerate the influx of white immigration. As long as the Southern States are treated as conquered provinces, denied representatives at Washington, and kept under martial law, they will not present much attraction to the labouring population of the Northern States of Europe, and the same interference with the action of the civil Government of those States which will repel white immigration, will keep alive the present antagonism between the planters and the freedmen, and prevent free black labour from being used to the best advantage. Under the most favorable circumstances it is not expected that more than half the old amount of labour will be performed by the negroes, and it will take some time before the influence of white immigration upon the cultivation of cotton is felt. It is, therefore, the opinion of those most capable of forming a true estimate that not more than, on an average, one half of the whole crop of cotton (crop in 1859, 3,851,481 bales; in 1860 about 40,00,000) will be produced for several years to come—say 2,000,000 bales per annum. But under existing circumstances, taking into consideration the present prostration of the South, the almost total destruction of stock, agricultural implements, &c, and the great want of money to perchase these agricultural necessities, 1,000,000 bales for the crop of 1866 is, I am convenced, a most favourable estimate. It appears, too, that there is an increasing activity in the cotton manufactories of the North, and that they are likely to require more cotton than before the war. There is now an export duty of two or three cents a pound on the raw material, and it is not unlikely that this will be seriously increased if the European demand is likely to elevate the price to the disadvantage of the Yankee spinner. Whatever the amount of cotton in future produced in America—and a believe it will eventually be as large each year as before the war—it is not likely that it will ever again be nearly so cheap as in the old days; indeed, the only temptation to white immigrants to undergo the enervating effects of agricultural labour in the South is the very high money reward promised by the extravagant price of cotton. To recapitulate—

	Bales.
Stock of cotton in South on May 1, 1865...	1,200,000
Crop of 1865	350,000
Crop of 1866	1,000,000
Probable average for many years to come ...	2,000,000

W. HICHENS, Captain, R.E.

Washington, Dec. 18, 1865.

THE SUEZ CANAL.

To the Editor of the Times.

SIR,—I beg to send you a brief statement of the progress of the works of the Suez Canal, which may be interesting to some of your readers.

The western jetty at Port Said has advanced considerably and now forms part of the isolated island, thus forming an uninterrupted pier of 4,800 feet long, with a depth of from 9 to 16 feet, the result of dredging operations.

The number of vessels which have discharged their cargoes at this new town of Port Said, five years ago a blank and dismal waste is as follows:—

American	2	Italian	34
British	76	Jerusalem	91
Austrian...	144	Prussian	6
Belgian	3	Russian	230
Brazilian	2	Swedish and Norwegian.	6
French	389	Turk and Egyptain	...1,028
Greek	227		
Dutch	5	Total ...	...2,037

This account includes all the vessels registered up to the 1st of July, 1865, and their cargoes being chiefly materials and provisions for carrying out this great work, it will be readily seen with what unabated vigour it is being pushed forward.

All along the maritime canal the greatest activity prevails. Nor are the accessory fresh-water canals, meanwhile, neglected. At the end of December 80,000 Egyptian workmen were busy excavating the line of fresh-water canal between Bulbeis and Abassie. I ought to mention that this portion of the work is being completed by the Viceroy of Egypt, under the superintendence of the company's engineers.

In clearing away the heaps of earth beneath which the Rocks of Chalouf, in the Desert, have been buried for ages, our men discovered a quantity of marine shells. Remains of fish, and more particularly of the shark tribe, have also been brought to light.

These highly interesting specimens have been carefully collected, and may materially aid geologists in determining the phases in the formation of the isthums between the two seas.

It generally known that a passage between them has been effected, and that it is the intention of the canal Company to throw it open to the commerce of all nations. Of course, for the present, and until we have obtained a depth of 26 feet and a width proportionate to that depth, only the smaller class of vessels will be able to take advantage of the opening, and the Mediterranean ports may find their commercial geographical positions suddenly changed and brought almost face to face with countries now the most remote from them. I allude to the harbours along the Red Sea, on the Asiatic and African side. In 1857 I pointed out to the meetings held in this country the immense advantages which must accue from this new outlet. The harbours on the Arabian side are capable of receiving fleets of fishing vessels and are completely landlocked. From the interior of Abyssinia can be procured ivory, horns, hides, ostrich feathers, gums arabic, myrrh, and indeed large quantities are exported annually at the entrance of the Red Sea. In looking over the list of vessels which discharged at Port Said, I find Greece figures for no less than 367 vessels, and doubtless that country will be the first to benefit by the new state of things, and the Customs revenue in Greece might assume sufficient proportions to form a guarantee to be hypothecated to the creation of a new loan for the purpose of paying off a portion of the old one to begin with. Good faith once established, Greece may become a highly prosperous country again.

M. de Lesseps is now in Egypt, directing everything with his usual energy.

I have the honor to be, Sir, your obedient servant,
21, Regent-street, Jan. 15. DANIEL A. LANGE.

THE RELIEFS FOR 1866-67.

(*From the Army and Navy Gazette.*)

WE may now speculate with some probability upon the reliefs of 1866-67, and the general movements for the succeeding twelvemonth. As regards the cavalry, but one move between home and foreign service is likely to take place; the 11th Hussars will be sent from England to Bombay to relieve the Inniskilling Dragoons, which will embark for home in about a year from this time.

In the infantry we shall have to bring home five regiments from India—namely, the 98th 51st, 34th, 94th, and 2nd battalion of the Rifle Brigade. In our colonies the only battalions entitled to relief by reason of their having been ten years abroad are those in New Zealand, in whose place no more troops will be sent out. But there are three or four cases which appear to deserve the attention of the authorities, and an application of the principle which is justly held as fair in India—namely, that of giving credit to corps for former foreign servive where it was not followed by the full term of five years' stay in the United Kingdom. The 1st battalion 25th, in Canada, although it went on foreign service so late as January, 1858, had been at home from Madras not quite two years and a half. The 67th, now at the Cape, embarked for India in September, 1858, having been home from the West Indies but eighteen months; and the 99th, at the Cape, which also went to India in September, 1858, and had been at home less than two years and a half from Australia. Should the case of these three corps be taken into consideration, we should thus have to provide for the relief of five regiments in India, one in Canada, and two at the Cape.

This would seem to require the embarkation of eight regiments now at home. The eight which stand first for service are—the 1st battalion 60th Rifles, 53rd, 1st battalion 8th, 61st, of all which returned from India in the autum of 1860 the 1st battalion 3rd Buffs, 2nd battalion 1st Royals, 1st battalion 2nd Queen's, and 87th Royal Irish Fusiliers, all of which came from China in the spring of 1861. The first four returned from a long tour of service in India, and the 87th are in the same position having only been a short time in China at the end of their period of foreign service. None of the battalions will again be sent to India. It has been determined to reduce the force in China by one battalion, and the 2nd battalion 20th will return from Japan to India to complete its service, its place at Yokahama being taken by the 2nd battalion 11th. This will fill up one of the Indian reliefs, and a battalion from the colonies will take another, probably the 2nd battalion 25th, now in Ceylon. In this case we should find the 1st battalion 60th, 53rd, 1st battalion 8th, and 61st going to the Mediterranean, relieving the 2nd battalion 4th, and 2nd battalion 23rd Fusiliers, going to Canada, and the 2nd battalion 8th, and 2nd battalion 15th, one of which would go to Ceylon and another to the Cape. The 1st battalion 3rd Buffs, 2nd battalion Royals, and 1st battalion 2nd Queen's, would then leave for India as the infantry relief of the year.

Of changes at home, it is most likely in the cavalry that the 4th Dragoon Guards will be moved from Ireland to Edinburgh, taking the place of the 4th Hussars, who will move southwards to Manchester or Sheffield probably. The Carabineers, now at Hounslow, will relieve the 4th Dragoon Guards in Ireland. The 17th Lancers, from Colchester, will move to Aldershot, and the 14th Hussars, from camp, either to Brighton or Hounslow. The 15th Hussars from Sheffield, will also most likely go to Aldershot, and the 3rd and 8th Hussars, now in camp, will remain there, in all probability till the spring of 1867.

In the infantry, the 2nd battalion 60th Rifles, from Dover, 83rd from Sheffield, 1st battalion 6th from the Channel Islands, 75th from Portsmouth, and 92nd from Aldershot, are all tolerably certain to go over to Ireland to take the place of corps embarking for foreign service. The 31st, 1st battalion 13th, 69th, 74th, 1st battalion 17th, and 63rd, will leave Aldershot for various garrisons, and their places will be taken in camp by the 28th, 52nd, 48th, 71st, 81st, 66th, and 89th.

THE LOSS OF THE STEAMSHIP "LONDON."

(*From the Times, Jan. 18.*)

A PROFOUND sensation was created among all classes yesterday morning upon receipt of the sad intelligence that Messrs. Money Wigram and Sons' auxiliary screw steamship the *London* had foundered in the Bay of Biscay with upwards of 200 souls on board. The fame this fine vessal had acquired as a passanger ship—partly owing to the fact of her last outward passage having been made in 59 days—was in itself calculated to dispel all anxiety on her behalf, even during the late tempestuous weather, and it is believed that her owners and the underwriters concerned were least of all prepared for the terrible disaster that has happened to her. It is a remarkable fact, moreover, that the *London* is the first ship belonging to the famous house of Money Wigram and Sons to which any serious casualty has occurred. In a century's experience, Messrs. Wigram have enjoyed a perfect immunity from loss, with the single exception of the *True Briton*, which belonged to a former generation of the firm, and foundered early in the present century in the same fatal bay.

The *London*, which has been commanded ever since she was launched from Blackwall yard, in 1864, by Captain Martin, an Australian navigator of great experience, left the East India Docks on Thursday, the 28th of December, and dropping down to Gravesend, sailed thence on Saturday afternoon under charge of Mr. Thompson, a river pilot. As the night was wild and the wind dead ahead the ship brought up at the Nore, and lay there during the whole of the following day. There were two clergymen on board, the Rev. Dr. Woolley, Bishop of Sydney, and the Rev. Mr. Draper, and both of them took part in the usual Sunday services. At daybreak on Monday, the 1st of January, the anchor was weighed, and the ship steamed down Channel, still against a head wind, but making fair way. While passing outside the Isle of Wight the wind increased to half a gale, and Captain Martin deemed it prudent to put back and lay to for the night in St. Helen's Roads. On the morning of the 2nd inst the *London* proceeded through the Needles into the open Channel, the wind being still ahead, but light. As the ship ran down Cannel the wind rose and the sea increased, and a couple of hours after passing the Needles the wind blew a gale right ahead with a heavy sea rolling, which continued all the way to Plymouth, where the ship arrived about noon on Thursday, the 4th inst. A sad casualty occurred here. A pilot cutter put off a small boat, having on board the pilot and his assistant, to bring the *London* inside the breakwater. When the boat was about 100 yards from the *London* a sea capsized her, and both the pilot and his assistant were thrown into the water. Captain Martin instantly ordered one of his lifeboats to be lowered, and with great difficulty the assistant pilot was rescued, but the pilot was drowned. The *London* came to an anchorage inside the breakwater at 1 p.m. on the 4th instant, and during the afternoon took on board those of her first and second class passengers who had arranged to join the ship at Plymouth. At midnight on Friday she proceeded on her voyage, the weather being at this time calm, with a light wind ahead She had full steam on during the whole of Saturday, and the voyage proceeded very satisfactorily until Sunday morning, when the wind increased, and a head sea gradually rose. During this day the *London* passed several ships, and nothing occurred to create the smallest uneasiness in the minds of any of the officers of the ship. During Sunday night the wind increased to a gale and the sea rose considerably. On the morning of Monday, the 8th inst., the ship was well clear of the land, and Captain Martin having ordered the engines to be stopped, set his topsails and so endeavoured to keep the ship moving slowly ahead. At noon on this day, the wind having somewhat lulled, the engines were again set in motion and kept steaming slowly ahead through the night. At 8 a.m. on Tuesday, the 9th inst., while the captain was still endeavouring to keep the ship in her course by means of the screw the violence of the gale carried away at one sweep the jibboom, the foretopmast, the topgallant mast and the royals. These large spars were not wholly detached from the ship, but hanging fast to the stays, swung to and fro with such violence that the crew were wholle unable to secure them. About two hours later the main royalmast was blown completely out of its socket and added to the general wreck. Captain Martin, who had not been in bed since the previous Sunday night, was not at all disheartened up to this moment; but, as the gale continued to increase during the morning, with a sea already running mountains high, the position of the ship was undoubtedly felt to be one of some peril. Still, as the wind had somewhat veered round, the engines were kept steaming easy ahead, and it is believed that at this moment no person on board felt any anxiety for the ultimate safety of the ship. About 3 p. m. on Tuesday, however, a tremendous sea struck the ship and carried the port lifeboat clean away from the davits. All that evening and through the succeeding night the wind blew a very heavy gale and the sea ran very high, but the screw was still kept steaming easy ahead. At 3 a. m. on Wednesday, the 10th inst., Captain Martin sent for Mr. Greenhill, the chief engineer, and informed him of his intention to put the ship about and run for Plymouth, and he desired that full speed should be got up directly. This was immediately done. In half an hour after the ship's course had been altered, she was again struck by a tremendous sea, which carried away the starboard lifeboat, and the same sea stove in the starboard cutter. At noon on this day the ship's position was lat. 46 48 N., 8 7 W. A very heavy cross sea was running, with the wind now dead astern of the ship, which caused her to roll heavily. But no danger was even now anticipated, and all through the evening of Wednesday, and long after midnight, the ship continued to steam slowly ahead, the captain and his officers remaining steadily at their posts, and the passengers appearing to have full reliance upon the skill of Captain Martin to bring them safely to port. At 10-13 p. m. on Wednesday, the ship still rolling deeply in a heavy cross sea, and the wind blowing a whole gale from the south-west, a mountain of water fell heavily over the waist of the ship, and spent, its destructive force upon the main hatchway, over the engine-room, completely demolishing this massive structure, measuring, 12ft. by 8ft., and flooding with tons of water this portion of the ship. Instant endeavours to repair the hatchway were made with a promptitude and vigour commensurate with the imminent crisis. Every spare sail that could be got at, and even blankets and mattresses from all parts of the ship, were thrown over the aperture, but each succeding sea shipped by the vessel tore away the frail resource of the moment, and not more than ten minutes after the hatchway had been destroyed the water had risen above the furnaces and up to the waists of the engineers and firemen employed in this part of the ship. The lower decks were also now flooded with the rush of waters the ship was continually taking in. The chief engineer remained at his post until the water had risen above his waist, when he went on deck and reported that his fires were out, and his engines rendered useless. Captain Martin, with calm conviction, remarked that he was not surprised; on the contrary, he had expected such a result. Finding his noble ship at length little more than a log on the water, Captain Martin ordered his maintopsail to be set, in the hope of keeping her before the wind This had scarcely been accomplished when the force of the wind tore the sail into ribands with the exception of one coroner under which the ship lay to throughout the remainder of the night. The donkey engine was supplied with steam by a boiler upon deck, and all the deck pumps were kept going throughout the night, and the passengers of all classes, now aroused to sense of their imminent danger, shared with the crew their arduous labours, Notwithstanding every effort the water still gained upon the pums, and the gale continuing at its height, cross seas with tremendous force were constantly breaking over the vessel. The motion of the ship became low and heavy, and she refused to rise to the action of the waves. At a quarter after 4 o'clock on Thursday morning she was struck by a stern sea, which carried away four of her stern ports, and admitted a flood of water through the breach. From this time all efforts were useless, and at daybreak Captain Martin, whose cool intrepidity had never for a moment forsaken him, entered the cuddy where all classes of the passengers had now taken refuge, and responding to an universal appeal, calmly announced the cessation of all human hope. It is a remarkable fact that this solemn admission was as solemnly receieed—a resigned silence prevailing throughout the assembly, broken only at brief intervals by the well-timed and appropriate exhortations of the Rev. Mr. Draper, whose spiritual services had been incessant during the previous 24 hours. At 10 o'clock, the ship still rolling deeply, an attempt was made to launch the starboard pinnace, but a sea struck her just as she reached the water, and she sunk, leaving a crew or five men struggling for their lives. As the ship, was lying to three of them managed to scramble up the sides of the ship, and the other two were rescued by ropes being thrown to them. After this the exhausted crew appeared indifferent to their fates, and no further effort at launching the remaining boats was made until 1 o'clock, when, the water having reached the main chains and the ship evidently settling down., the port pinnace was got over the ship's side. Even at this moment the sea was so heavy that those of the passengers who were within reach of the boat appeared to prefer the frail shelter of thr sinking vessel to the obvious dangers of a small boat in a raging sea. At this crisis Captain Martin, always at hand, addressing Mr. Greenhill, his chief engineer, under whose command this particular boat was rated, said, "There is not much chance for the boat; there is none for the ship. Your duty is done; mine is to remain here. Get in and take command of the few it will hold." Thus prompted, Mr. Greenhill, with his fellow engineers and some few others, numbering only 19 souls, among whom were only three second-class passengers, quited the ship, with only a few biscuits in the shape of provisions, and not a drop of water. The pinnace had scarcely cleared the wake of the vessel, upon the poop of which upwards of 50 of the passengers were seen grouped, when a tremendous sea was seen to break over the doomed circle, who, when the ship rose slowly again were discovered to have been swept into the surging waters. Another moment and the vessel hersels, settling down stern foremost, threw up her bows into the air and sank beneath the waves.

The pinnace having no sails on board could only keep afloat before the wind, and was repeatedly in danger of swamping. They had not been afloat two hours before they saw a full-rigged ship sail past them, but at too great a distance to hail. At 3 a. m. on Friday they sighted the sails of a brig, the crew of which overheard their shouts and bore towards them; but failing to get into the track of the boat, after making several fruitless tacks, she bore away. At daybreak a ful-rigged cutter was observed at some distance, and hoisting a shirt upon an oar, they endeavoured, but in vain, to attract attention. Shortly afterwards the Italian bark *Adrianople*, Captain Cavassa, bound with a cargo of wheat from Constantinople for Cork hove in sight, and the captain having observed the pinance, immediately shortened sail, and lay to, preparing to take them on board. On reaching the ship, notwithstanding the stress of weather and straitened means for the support of so large an increase to his crew, Captain Cavassa received the Englishmen with unbounded kindness and hospitality, supplying them with all that was necessary in their destitute condition. The exigencies of the gale had obliged Captain Cavassa to sacrifice more than half his cargo, and during the four days' run into Falmouth the weather carried way his rudder, and brought into useful requisition the services of his English passengers.

The foregoing details having been furnished to the reporter by Mr. Greenhill, may be relied upon as strictly authentic, and the same remark applies the annexed list of the passengers and crew of the ship:—

LIST OF THE CREW.—Commander, Mr. J. B. Martin; Mr. Robert Harris, first officer; Mr. Arthur Treeburst, second officer; Mr. A. C. Angel, third officer; J. V. Fauly, surgeon; George Bates, carpenter; Richard Morley sail-maker; F. S. Huckstepp, captain's steward; Francis Huckstepp, steward; Grace Loagan, stewardess; John Mackenzie, chief cuddy servant; John Lyall, second-class steward; William Fowler, second cuddy servant; James Bennett, third cuddy servant; Johns Lehbond, captain's servant; Thomas Ham, captain's cook; Henry Appleton, passengers' cook; James Murphy, baker; Robert Gannon, butcher; Mr. John Greenhill, chief engineer; Mr. John Jones second ditto; Mr. John Armour, third ditto; John Staden, boatswain; D. T. Smith, boatswain's mate. Able seamen:—William Daniels' A. Campbell, James Butcher, Robert Merritt, John King, Joseph Spurgeon, Carl Scoval, Robert Thompson, Johannes Barnecker, Julius Mathews, Harman Henstarkerg, Karl Brown, John Brown, Samuel Brown, Benjamin Shields, Samuel Ellingham, Hans Herman, Edward Quim, Ruben Troubridge, Martin Arnold, Auguste Dittmer, Otto Olsen, Andrew Wilson, James Gough, Henrich Butcher, Richard Lewis, H. Laberg, and Andrew Anderson; Henry Jones, winch-driver. Ordinary seamen:—George Case, R. Littlepage, Pat Short, and William Curries. Boys:—Alfred White and Edward Logan. Firemen:—John Morley, Henry Jenkins, Thomas Purkis, Frederick Halford, Thomas Brown, James Bramble, and George Cracroft. Trimmers:—George Holmes, Charles Fairbrother, George Robson, and W. M. Clark, John F. Hale, fourth cuddy servant; Alfred W. Smith, fifth cuddy servant; Morris M'Kenzie, sixth cuddy servant; and John Funnell, ordinary servant. The following who had signed articles deserted before the ship left Gravesend:—Antonio Manzella, Walter Fortune, Martin Brooks, Anthony Dougherty, Edward Allen, and William Johnson; and the following were shipped at Plymouth—Edward Thomas, Charles Ansell, John Mulloney, and Robert G. Stephens.

LIST OF PASSENGERS.—First Class—Rev. Mr. and Mrs. Draper, Mrs. Owen and child, Mr. and Mrs. George F. Urquhart, Mr. and Mrs. John Patrick, Mr. and Mrs. G. Vaxghan, Mr. and Mrs. James Alderson, Mr. and Mrs. Philip Benson. Mr. and Mrs. Fenton, Mr. A. and T. R. Fenton, Mr. G. M. Smith, Mr. and Mrs. Master, and Miss Chapman, Mr. and Mrs. Clark and Son, Mr. F. Lewis, Mr. and Mrs. Bevan, Dr. John Woolley, Mr. and Mrs. Debenham, Miss Laura Maunder, Mr. James Robertson, Mr. T. M. Tennant, Miss Dovey, Mr. G. H. Palmer, Mr. T. Brown, Mr. and Mrs. Gilbert Amos, Miss Catharine M'Lachlan, Mr. E. Brooks, Mr. J. Ruskkin Richardson, Rev. Mr. and Mrs. James Kerr, Miss Mary Cutting, Mrs. and Miss King, Mr. and Mrs. J. Thomas and two children, Mr. A. Sandilands, Mr. E. Youngman, Mr. H. J. Dennis, Mr. E. A. Marks, Mr. D. F. De Pass, Master W. D. Burrell, Dr. Hunter.

Second Class.—Kaye Eastwood, Frederic Stone, H. J. White, Annie White, Helen Price, J. L. Williams, Mr. and Mrs. Graham, B. G. Rowell, J. E. Wilson, Helen Morling, Georgiana Graham, James Dothie, Charles Gough, Allan Brace, James Woodhouse, George Cross, William Day, D. W. Lemon, Mr. and Mrs. Giffett, George Chennells, W. A. Wood, Elizabeth Wood, William Clayson Mary Clayson, Thomas Wood, Elizabeth Wood, Godfrey Wood, Bennett Beran, Susan Brooker, Henry, Davis, Thomas V. Hagen, H. W. Hardinge, Francis Fryer, John Munro, D. C. Main, Charles Johnstone, Peter Fenwick, Ellen and Mary Ann Meggs, G. H. Campbell, Elizabeth Marks, E. Glynn, John, Jane, Elizabeth, Harsy, Alfred, and Emily Hickman, Archibald M'Lean.

Third Class.—William Passmore, Hugh Millan, C. J. Chandler, Benjamin Hay, Ellen Jones, Selena and Alice Simpson, John and Elizabeth Henson, Mr. and Mrs. William Graham, George, Ann, and Maggie Graham, George Rolwigan, John, Elizabeth, Helen, George, and Henry Sercombe, David M'Vittie, David Graham, Mr and Mrs. Flack and four children; Richard Trevarrow, D. Block, J. Serkem. Zabee Morris and Zabee Barnett, S. Bolton, Thomas Skeggs, David and Elizabeth Smith, A. Umpway, Samuel Spring (boy), A. Hogein, James Walls, William Barrow, Susan, Carolien, and Mary Lampes; A. S. Oster, John Little, Henry M'Covey.

The Dr. Woolley mentioned in the above list is, we understand, Bishop Woolley, on his way to Sydney. Mr. G. V. Brooke, the tragedian, is said to be among the passengers lost.

(*From the Western News.*)

IT was at 10 o'clock on the morning of that fatal Thursday that Captain Martin had the terrible task of making known to the 200 passengers that the ship was sinking, and that they must prepare for the worst. She was then as low in the water as the main chain. The whole of the passengers and crew gathered, as with one consent, in the chief saloon and having been calmly told by Captain Martin that there was no hope left, a remarkable and unanimous spirit of resignation came over them at once. There was no screaming or shrieking by women or men, no rushing on deck, or frantic cries. All calmly resorted to the saloon, where the Rev. Mr. Draper, one of the passengers, prayed aloud, and exhorted the unhappy creatures by whom he was surrounded. Dismay was present to every heart, but disorder to none. Mothers were weeping sadly over the little ones about with them to be engulphed, and the children, ignorant of their coming death, were pitifully inquiring the cause of so much woe. Friends were taking leave of friends, as if preparing for a long journey; others were crouched down with Bibles in their hands, endeavouring to snatch consolation from passages long known or long neglected. Incredible, we are told, was the composure which, under such circumstances, reigned around. Captain Martin stationed himself in the poop, going occasionally forward or into the saloon; but to none could he offer a word of comfort by telling them that their safety was even probable. He joined now and then for a few moments in the public devotions, but his place to the last was on the deck. About 2 o'clock in the afternoon, the water gaining fast on the ship and no signs of the storm subsiding being apparent, a small band of men determined to trust themselves to the mercy of the waves in a boat rather than go down without a struggle. Leaving the saloon, therefore, they got out and lowered away the port cutter, into which 16 of the crew and three of the passengers succeeded in getting and in launching her clear of the ship. These 19 men shouted for the captain to come with them, but with that heroic courage which was his chief charcteristic, he declined to go with them, saying, "No, I will go down with the passengers; but I wish you God speed and safe to land." The boat then pulled away, tossing about helplessly on the crests of the gigantic waves. Scarcely had they gone 80 yards, or been five minutes off the deck, when the fine steamer went down stern foremost with her crowd of human beings, from whom one confused cry of helpless terror arose, and all was silent for ever.

After the pinnace had got away from the *London*, and in the brief interval before she foundered, a rush was seen to be made to the two remaining boats, but the efforts to launch them were ineffectual, and the suddenness of the foundering at last—the *London* being an iron ship—prevented what might have been a successful second attempt to save a few more lives.

Some hairbreadth escapes in connexion with this disaster are already known. A lady who was desirous of proceeding from Plymouth with her family to Melbourne by the *London* had made repeated pressing applications to the owners' agents at Plymouth, and the captain had been consulted, but, fortunately for the applicant, had declared that his cabins were so full that he could not possibly accommodate her, a result that, at that time, caused her much disappointment. A second-class male passenger was so alarmed at the rough weather which the *London* encountered on her way down to Plymouth, that immediately on her arrival at that port he came ashore, resigned his passage, and went back to his home, thus unwittingly saving his life. A young man, as the result of some family quarrel, left his home and took a passage by the *London*. He was advertised for in *The Times*, and importuned to return, his friends being unaware of his whereabouts. Messengers were sent down to Plymouth, and an influential shipbroker in the town was employed to intercept him should he attempt to sail thence. Fortunately he was detected among the passengers of the *London*, and his family communicated with by the broker, the result of which was that a brother of the young man came down to Plymouth and persuaded the would-be emigrant to forego his voyage.

The following is the list of those saved:—

John Greenhill, engineer; John Jones, second engineer; John Armour, third engineer; Thomas Brown, fireman; W. M. Edwards, midshipman; D. T. Smith, boatswain's mate; Wm. Daniels, quartermaster; John King, A. B.; Benjamin Shield, A. B.; Richard Lewis, A. B.; James Gough, A. B.; Edward Quin, A. B.; William Crimes, O. S.; A. G. White, boatswain's boy; William Hart, carpenter's mate; Edward Gardner, second-class steward; D. G. Main, passenger; John Munro, passenger; J. E. Wilson, passenger.

LOCOMOTIVES ON RAILWAYS.—The number of locomotives at work on the twelve principal railways of Great Britain at the close of 1864 was as follow:—Caledonian, 262; Great Eastern, 376; Great Northern, 345; Great Western, 697; Lancashire and Yorkshire, 398; London and North-Western, 1,187; London and South-Western, 207; London, Brighton, and South Coast, 203; Manchester, Sheffield, and Lincolnshire, 179; Midland, 512; North-Eastern, 663; and South-Eastern, 214.

BANKS.

THE ALLIANCE BANK OF BOMBAY (LIMITED).

Incorporated in accordance with Acts XIX. of 1857, and VII. of 1860 of the Legislative Council of India.

SUBSCRIBED CAPITAL.—SIXTY LACS OF RUPEES, IN 24,000 SHARES OF 250 RUPEES EACH, *With power to increase.*

OFFICES—No. 10, RAMPART ROW.

BOARD OF DIRECTORS.

CHARLES FREWEN KELLY, Esq., *Chairman.*
HURBUM NURSEY, Esq.
GHELLABHOY PUDDUMSEY, Esq.
SEEOJEE VELLJEE, Esq.

CURRENT ACCOUNTS.

Interest allowed at 2 per cent. per annum on balances exceeding Rs. 500 and not more than 50,000, and one per cent. per annum on balances exceeding Rs. 300 and not more than Rs. 500.

Interest is not allowed on balances of more than Rs. 50,000 except by special arrangement.

DEPOSITS.

The Bank will receive money on deposit in sums of Rupees 100 and upwards, on the following terms.

FIXED DEPOSITS.

Subject to 12 months' notice of withdrawal 7 per cent. per annum.

Do.	6	do.	do.	5½	do. do.
Do.	3	do.	do.	4	do. do.

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies, without charge, and realizes Interest and Dividends thereon on the following terms:—

If to be remitted in the Bank's Drafts, without charge.

If to be paid in India, a commission will be charged of ½ per cent.

On delivering up Securities deposited for safe custody, a charge of ½ per cent. will be made.

On the sale or purchase of Government or other Securities, ½ per cent.

Any further information as to rules of business may be obtained on application at the Office, or by letter to the Manager.

Office hours .... 10 A. M. to 4 P. M.
Saturdays .... 10 A. M. to 1 P. M.

Bombay, 31st Oct. 1865. SAMUEL W. READ, Accountant.

BOMBAY PRESIDENCY BANK (LIMITED).—*Incorporated with limited liability under Acts XIX. of 1857 and VII. of 1860 of the Legislative Council of India.*

SUBSCRIBED CAPITAL.—ONE CRORE OF RUPEES IN 40,000 SHARES OF Rs. 250 EACH, WITH POWER TO INCREASE.

Paid up Capital 5,900,000.

OFFICES—No. 40, MEDOW STREET.

Board of Directors.

PESTONJEE NOWROJEE POCHAJEE, Esq.
DOSSABHOY FRAMJEE CAMA, Esq.
NOWROJEE MANECKJEE WADIA, Esq.
RUSTOMJEE FRAMJEE METAH, Esq.
SAPOORJEE ARDASEER PANDY, Esq.

Auditors.

ARTHUR HUDSON, Esq., (of Messrs. Robinson & Co.)
J. L. BRODIE, Esq.

Solicitor.

W. H. CRAWFORD, Esq.

London Bankers.

THE UNION BANK OF LONDON.

EXCHANGE.

The Bank grants drafts on the Union Bank of London at the following rates of Exchange:—

6 months' sight	....	2s. 0¼d. per rupee.
3 do. do.	....	2s. 1d. „
2 do. do.	....	2s. 0¾d. „
1 do. do.	....	2s. 0½d. „
Demand.	....	2s. 0¼d. „

Drafts for amounts under £20 are only drawn for payable on demand.

REMITTANCE.

For the convenience of Constituents or others not resident in Bombay, the Bank will, when so requested, remit the first of Exchange of its drafts direct to Europe on being furnished with the address of the person to whom the draft is to be sent, if to a Lady, her Christian name or names should be given in full.

All Hoondees or orders for realization should be made payable to "The Bombay Presidency Bank (Limited), or order."

CURRENT ACCOUNTS.

Interest is allowed at the rate of 2 per cent. per annum on daily balances of Rs. 500 and not exceeding Rs. 50,000, unless otherwise arranged for.

FIXED DEPOSITS

Interest is allowed on deposits subject to 3 months' notice of withdrawal 4 per cent. per annum.

6	„	6 „
12	„	8 „

No interest allowed on Deposits under Rs. 500 or above Rs. 10,000 unless by special agreement.

ADVANCES AND DISCOUNT.

The Bank advances Money on Bullion, Land, Houses, Government Securities, Shares and Merchandize, and discounts approved Bills and Hoondies.

COMMISSION.

The Bank undertakes the purchase and sale of Government or other Securities and receives the same for safe custody, and the realization of Interest or Dividends on the following terms:—

On purchase or sale, ½ per cent.
On drawing interest or dividends, ½ per cent.
On delivering Securities out of safe custody, ½ per cent.

Any information as to rules of business may be had on application at the Bank or by letter to the Manager.

Hours of business ...10 A. M. to 3-30 P. M.
Saturdays... ... ...10 A. M. to 1 P. M.

By order of the Board of Directors,
ROBERT J. PRINGLE, Manager.

Bombay, 12th January 1866.

INDIAN PENINSULA, LONDON, AND CHINA BANK (LIMITED).

ધી ઇંડીઅન પેનીનસુલા લંડન અંડ ચાઇના બેંક (લીમીટેડ).

धि इंडीयन पेनिनसुला लंडन अंड चायना बांक (लीमीटेड).

Incorporated in accordance with Acts XIX. of 1857 and VII. 1860 of the Legislative Council of India.

Subscribed Capital—Fifty Lacs of Rupees in 25,000 Shares of 200 Rupees each.

WITH POWER TO INCREASE TO TWO CRORES OF RUPEES (TWO MILLIONS STERLING.)

Capital—Fully Paid up.

HEAD OFFICE—BOMBAY.

Board of Directors.

ARDASEER HORMUSJEE, Esq., Chairman (Messrs. B. and A. Hormusjee.)
JOHN L. SCOTT, Esq., (Messrs. Finlay, Clark and Co.)
SIR JAMSETJEE JEJEEBHOY, BART.
CURSETJEE FURDOONJEE, Esq.

London Bankers.—The Bank of London.

EXCHANGE.

The Bank grants Drafts on London at current rates: The following are the rates of the day:—

6 months' sight	...	1s. 11⅞d.
5 „	...	1s. 11¾d.
4 „	...	1s. 11⅝d.
3 „	...	1s. 11½d.
2 „	...	1s. 11⅜d.
1 „	...	1s. 11¼d.
Demand	...	1s. 11d.

Arrangements are being made to grant Drafts on Calcutta and Shanghai, where Branches of the Bank are in course of being established.

DEPOSITS.

Current Accounts.—Interest will be allowed on daily balances exceeding Rupees 1,000 and not exceeding Rupees 50,000, at the rate of two per cent. per annum. A higher rate will be allowed, subject to special arrangement.

FIXED DEPOSITS.

2 months certain	... 4	per cent.
3 „	... 5	„
16 „	... 6	„
„	... 8	„

COMMISSION.

The Bank receives Government Securities and Shares for safe custody on account of constituents, free of charge, and realizes interest and dividends thereon at a charge of ½ per cent. On delivering up Securities, &c., deposited for safe custody, a charge of ½ per cent. will be made.

On the purchase or sale of Government Securities, Shares in Banks or other Companies, ½ per cent.

Any further information regarding terms of business may be obtained on application at the Offices, Elphinstone Circle

Hours of business—10 A. M. to 3 P. M.: Saturdays 10 A. M. to 1 P. M.

By order of the Board of Directors,
CHARLES IGGULDEN, Manager.

Offices, Elphinstone Circle, Bombay, 9th April 1865.

THE SCINDE, PUNJAB, AND DELHI BANK CORPORATION, (LIMITED).

CAPITAL.—ONE MILLION STERLING.
SUBSCRIBED CAPITAL.—£750,000.

HEAD OFFICE—80, KING WILLIAM STREET, LONDON, E.C.

Branches in India.—Bombay, Kurrachee, Lahore, Umritsur, and Calcutta, (others in course of being opened).

The Bank grants Drafts on London, Scotland, and Ireland, at the following rates of Exchange:—

On London .... at 6 months' sight	2s.	1d.	per rupee.
„ 4 „	2s.	0¾d.	„
„ 3 „	2s.	0½d.	„
„ 1 „	2s.	0¼d.	„
„ on Demand	2s.	0¼d.	„
On Scotland and Ireland on Demand	2s.	0d.	„
Circular Notes for the use of Travellers on the Continent.	1s.	11¾d.	„

INTEREST ALLOWED

On Floating Deposits payable on Demand, if not less than Rs. 1,000 2 per cent. per annum.

ON FIXED DEPOSITS.

Deposits at 3 months' notice	3	per cent. per annum.
6 „ „	4	„ „
12 „ „	6	„ „

Fixed Deposits may generally be availed of for the Bank's Bills on London without notice.

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies without charge, and realizes Interest and Dividends thereon on the following terms:—

If to be remitted in the Bank's Draft without charge.

If to be paid in India a commission will be charged at ½ per cent.

On delivering up Securities deposited for safe custody a charge of ½ per cent. will be made.

On the sale or purchase of Government or other Securities ½ percent.

Any further information as to rules of business may be obtained on application at the office, or by letter to the Manager.

Office hours 10 A. M. to 3 P. M.
Saturdays 10 A. M. to 1 P. M.

T. G. YOUNG, Manager.

Church Lane Street, Bombay, 6th Nov. 1865.

LONDON AND BOMBAY BANK AND GENERAL FINANCIAL AND INSURANCE AGENCY CORPORATION (LIMITED).

Capital Two Millions Sterling in 200,000, shares of Ten Pounds each.

Head Office 24, Old Jewry, London.

Branches at Bombay, Alexandria and Marseilles.

Board of Directors.

George Henry Brown, Esq., Director Universal Life Assurance Company.
John Brown, Esq., Culvers, Hadham, Herts.
William W. Cargill, Esq., Connaught Place West, Hyde Park.
Eugene Collins, Esq., Kensington Park Gardens.
James H. Crawford, Esq., Chantre House, Berks.
James B. Cumming, Esq., (Messrs. Cumming & Co.), Leadenhall Street.
Warine B. M. Lysley, Esq., Director of Bombay Gas Company.
William J. Maxwell, Esq., Director National Provincial Bank of England.
Sir Thomas G. A. Parkyns, Bart., Lloyds.
Sir Edwin Pearson, F.R.S., Wimbledon.
Robert A. Routh, Esq., Chairman of the English and Australian Copper Company.
Adam Scholes, Esq, Cleveland Gardens, Hyde Park.
William Tabor, Esq, Director Imperial Bank, Brentwood, Essex.
W. H. Thornthwaite, Esq., Director Protector Assurance Company.
Charles Tyler, Esq., Holloway.

Local Committee.

Jeejeebhoy Jehangeer, Esq.

Bankers.

London.—The Union Bank of London.

The Bank grants Drafts on London at the current rate of Exchange, and is prepared to negociate Bills payable in Great Britain. The Bank also discounts Local Bills, &c., and grants Looans on Government and other approved Securities.

CURRENT ACCOUNTS.

Interest at 2 per cent per annum will be allowed on daily Balances exceeding 300, but not exceeding 50,000 rupees unless by special agreement.

FIXED DEPOSITS.

The following rates of Interest will be allowed:—

Subject to 3 months' notice of withdrawal	3	per cent. per annum.
„ 6 „ „	5	„ „
„ 12 „ „	6	„ „

If the Deposit be taken in the Bank's Draft on England, the notice of withdrawal will be dispensed with.

Notice of changes in the rate of Interest will be given by advertisement only.

COMMISSION.

The Bank will receive Government and other Securities for safe custody free of charge for constituents. Commission will be charged as follows:—

On purchase or sale of Securities ½ per cent.
On realizing Interest or Dividends ½ per cent.
On delivering up Securities deposited for safe custody ½ per cent.

Any further information as to the rules of business, &c., may be obtained on application at the office, or by letter to the Manager.

Office hours......10 A. M. to 4 P. M.
Saturdays ......10 A. M. to 1 P. M.

Bombay, 16th November 1865. P. H. HOWLETT, Manager.

Holloway's Ointment and Pills.—Sciatica, Rheumatism.—The very sound of these names carries terror to the minds of all who have once experienced the torments of these dire diseases, though Holloway has pointed out a method of relief that should give the most despondent sufferer renewed courage and refreshing hope. After the afflicted parts have been duly fomented with tepid brine and carefully dried, this Ointment should be patiently and perseveringly rubbed upon the skin thus prepared for its reception, and these Pills should be taken in doses as prescribed in the "Instructions." This simple course will conduct the severest forms of tic, neuralgia, rheumatism, and gout to an easy resolution, reduce the accompanying swelling, relax the tightened tendons, and strengthen the nerveless limb.

THE BOMBAY AND KATTIAWAR FINANCIAL AND COMMERCIAL ASSOCIATON (LIMITED).

Capital Rs.100,00,000 (Rupees One Crore) in 25,000 Sha of Rs. 400 each.

WITH POWER TO INCREASE.)

Board of Directors.

Sucaramjee Luxamonjee, Esq., Chairman.
Aga Ali Akbar bin Haji Mahomed Tuckey Cazrani, Esq.
Bhugwantrao Ramchandrajee, Esq.
Shri Bhugwandass Soonderjee Veerjee, Esq.

Bankers.—The Agra and Masterman's Bank, Ltd.
Solicitors.—Messrs. Bickersteth, Cleveland, and Peile.

Deposits.

Interest at the rate of 3 per cent. per annum will be allowed on Current Deposits of not less than Rs. 500 and not more than Rs. 50,000.

Interest at the following rates is allowed on fixed deposits for the present:—

For 3 months	....	5 per cent.
„ 6 „	....	6 „ „
„ 9 „	....	7 „ „
„ 12 „	....	8 „ „

And for longer periods according to special agreement.

LOANS.

The Association will advance Loans on Land, Bank Stock and other approved Securities at current rates of interest.

EXCHANGE.

The Association will discount approved Bills and Hoondies, and will grant Drafts and Hoondies on Porebunder, Veravul, Mangrole and Rajkote.

COMMISSION.

The Association will take charge of Government and other Paper, Bank and Land Shares, &c., &c, for safe custody, and receive the interest and other monies accruing thereon free of charge. A commission of ½ per cent., however, will be charged on withdrawal of such papers from the custody of the Association.

A *Credit Industrial* Department will be opened shortly.

Further particulars may be learnt by applying personally or by letter (in English or any of the vernaculars) to the undersigned.

By order of the Directors,
SAMUEL LAVILLE, Secretary,

Apollo Street, Bombay, 7th April 1865.

WINES, SPIRITS, BEER, &c.

ALLSOPP'S BEER, in Wood, October Brew, expected in March. Orders registered by
CARDWELL, PARSONS & Co.

Rampart Row, 17th January 1866.

FOR SALE, Page and Lofts' PORT WINE, very fine quality, Rs. 23 per dozen quarts, at J. A. BROWN & Co.'s
13, Medow Street.

J. & C. WHITE & CO.'s WINES, as follows:
—Sherry, quarts, in 2 dozen Cases.
Port, quarts, in 2 dozen Cases.
Port pints, in 4 dozen Cases.
Apply to GEORGE S. KING & Co.

FOR SALE, at the Godowns of the undersigned, Jeffrey's Edinburgh India PALE ALE, in quarts, at Rs. 5½ per dozen, for Cash.
FINLAY, CLARK & Co.

Bombay, 9th February 1866.

CLARETS, from Messrs. BARTON and GUESTIER, Bordeaux:—

St. Julien............	Rs. 16	per doz.
Margaux	„ 20	„
Batailly...............	„ 32	„

GRINDLAY, GROOM & Co.

7, Church Lane, Fort.

FOR SALE.—At the Godowns of the undersigned, Messrs. J. COCKBURN and CAMPBELL's (Edinburgh) well known Wines,

Fine Pale Sherry in 3 Doz. cases qts.	Rs. 27	per Doz.
do. do. do.	29	„
Superior Port in 3 & 2 Doz. cases qts.	Rs. 27	„
„ „ 2 „ pts.	14	„
Old Tom	Rs. 20	„

EWART, LATHAM & Co.

1st September 1865.

MESSRS. CUTLER, PALMER, & Co.'s WINES AND SPIRITS.

MESSRS. ROGERS & Co. have now received their stocks of the above, and will be happy to supply Price Lists on application.

They beg to draw attention to the following as having received special approval:—

CHAMPAGNE AND MOSELLE.—These are too well known to require recommendation. The best qualities at Rs. 38 per dozen, pronounced unexceptionable. The other qualities at Rs. 31 and Rs. 26 are better than most found in this market. To the many in this country who under medical advice drink no other Wine than Champagne the Rs. 26 quality offers a trustworthy and economical beverage.

HOCK.—The different qualities of Sparkling and Still Hock are particularly good: they only require to be tried to commend themselves. Sparkling Rs. 38 to Rs 26; Still Rs. 26 per doz. A large Shipment of the latter having been rapidly sold, the indulgence of consumers is requested till the arrival of next invoice.

SHERRIES.—The Wines which really made, and have since sustained, Messrs. C. P. & Co.'s reputation, are their fine qualities of Sherry. Of these beautiful Juices, the Amontilado (Rs. 36) most commands admiration. Associated with it is the Amoroso (Rs. 30), the subtle Aroma of which the true Sherry Drinker alone can fully appreciate.

BRANDY.—The best at Rs. 33 is a very fine flavoured Spirit, and is well known to Connoisseurs, Nos. 2 and 3 at Rs. 28 and Rs. 22 have long been favourite Mess Brandies.

RUM, and the other SPIRITS are thoroughly good, and the Liqueurs are beyond criticism. Messrs R. & Co. will be glad to send cases of selected samples if desired.
ROGERS & Co., Bombay.

TOD-HEATLY & Co.
(LATE R. TODD & JAMES.)
ADELPHI, LONDON.

MESSRS. CARDWELL, PARSONS & Co., Agents for the above well-known firm, have on sale at their Godowns the following WINES, &c.:—

	Per doz. Rs.
Champagne, Brand Tod-Heatly & Co. Magnum.	90
Do. „ Do.	40
Do. „ a Crown	30
Do. „ Tod-Heatly & Co. Pints...	21
Moselle, Sparkling Extra, 1st quality..............	40
Do. do. Pints	21
Moselle, Sup. Sparkling Brand Tod-Heatly & Co ..	36
Do. Fine „ Brand a Crown..............	30
Do. Fine „ Brand a Crown Pints.........	16
Hock, Sparkling Brand Tod-Heatly & Co............	36
Do. Fine Still Red Seal..............................	18
Sherry Pale, Blue Seal..................................	23
Do. Do. Yellow Seal.....................................	29
Do. Golden, Do.	29
Do. Green Seal	33
Do. Vino Fino	29
Do. Red Seal	37
Do. Amontillado, Black Seal	58
Claret Light Capsule,..	15
Do. Yellow Seal	28
Do. Red Do. Pints	17
Do. Do. Do. Quarts	32
Port, Black Seal	26
Brandy, Vieux Cognac...................................	34
Do. Brand a Crown....................................	24
Old Tom, Red Seal	18
Dry Gin, Black Seal......................................	18
Orange Wine Bitters, Quarts..........................	36
Do. Pints............................	19

N. B.—Messrs. TOD-HEATLY & Co. are prepared to execute direct orders as usual.

Rampart Row, 20th May 1865.

FOR SALE.

FOR SALE, five BARGES, built at the Rutnagherry School of Industry last March and believed to be sound. They measure each 53¾ Tons Government measurement, teak skin of 2 inch seasoned Calicut teak; Frame of Eyne, Jambool and Benteak; Ceiling of 2 inch Benteak. Rigged complete fore and aft. The Barges may be inspected off the Powder Works Bunder at Mazagon, and all particulars had at the Traffic Office of the Bunder.

FOR SALE.—"VERY WILD SPORTS IN THE EAST" by JINGO! With illustrations by JOVE!! Reduced price One Rupee. By post to outstations Rs. 1-2.
Medow Street. CHESSON & WOODHALL.

CHESSON AND WOODHALL'S LIBRARY.
24, MEADOW STREET, FORT.

NEW AND OTHER BOOKS
RECEIVED BY THE STEAMER "NORTHAM."

	Rs.	as.
Observations on the Practice and the Forms of District, Regimental, and Detachment Courts Martial. Also remarks on the Composition and Practice of Courts of Enquiry, &c. &c. By Lieut.-General SIR GEORGE D'AGUILAR, K.C.B., formerly D.A. General in Ireland. Revised by John Endie, Esq., A. G. Dept. Dublin 1865. ☞ This Edition comprehends the various alterations that have taken place in the Mutiny Act and Articles of War since the publication of the last edition in 1861 ...	5	4
By the Loch and Riverside, 39 sketches... ...	15	12
Follies of the Year. By John Leech. A series of Coloured etchings from Punch's Pocket Books, 1844-64 with some notes by Shirley Brooks ...	15	12
Eastward, by Norman McLeod, D. D. With 70 Illustrations from Photographs engraved by Joseph Swain	10	8
Passages from Modern English Poets. Illustrated by the Junior Etching Club. 47 etchings... ...	8	0
The History of the British Empire in India, from the appointment of Lord Hardinge to the Political extinction of the East India Company, 1844 to 1862, forming a Sequel to Thornton's History of India. By L. J. Trotter, late of the 2nd Bengal Fusiliers. Vol. I. (To be completed in 2 vols.) ...	12	0
A Trip to Barbary by a roundabout route. By G. A. Sala	11	4
The Humbugs of the World. By P. T. Barnum ...	3	8
Zoe's "Brand." By author of "Recommended to Mercy"	3	12
Harem Life in Egypt and Constantinople. 2 Vols. by Emmeline Scott, formerly Governess to H. H. the Grand Pacha, &c.	15	12
The Gentle Life. Essays in aid of the formation of character. 2nd Series	4	8
The Ethics of the Dust. By John Ruskin.. ...	3	12
The Parables of Our Lord. By Dr. Guthrie ...	5	12
Club Life in London; with anecdotes of the clubs, coffee-houses, and taverns of the Metropolis during the 17th, 18th, and 19th centuries. 2 vols. By John Timbs	15	12
A Dictionary of the Noted Names of Fiction, &c. By W. A. Wheeler, M. A.	3	12
The Family Friend, Vol. July to Dec. 1865 ...	2	12
The Gayworthys. By author of Faith Gartney's Girlhood	2	12
Handybook Law of Bills, Cheques, Notes, & IOU'S...	0	12
——— Banking and Bankruptcy, each...	0	12
Miles's Remarks on Horses' Teeth, addressed to purchasers	1	4
Faith Gartney's Girlhood	1	2
Hide and Seek. By Wilkie Collins	2	0
La Beata: a Tuscan Romeo and Juliet. By T. A. Trollope	1	8
Christmas Books. By C Dickens...	1	8
The Great Gun: an eccentric biography. By B. Butt	0	12
Lilly White's Cricketer's Guide for 1865... ...	0	12
The New Military and Naval Song Books, each ...	0	12
Enoch Arden. By Alfred Tennyson. Beautifully illustrated by Hughes...	15	12
Smith's Old Testament History for Students. From the Creation to the Return of the Jews from Captivity	5	12
Kerr's Student's Blackstone's Commentaries on the Laws of England	5	12
Adcock's Engineers' Pocket Book for 1866... ...	4	8
Christ the Light of the World. By Dr. Vaughan.	3	8
The Word. Walks from Eden	2	12
Lord Macaulay's Speeches. Corrected by himself...	2	12
Cranford. By Mrs. Gaskell	1	8
Song—Oh, fairest Italy. Words by Mrs. J. Boucher.	1	0
Valse—Beloved Star. By H. Laurent	2	0
Braithwaites' Retrospect of Medicine, Vol 52, July—December.	4	8

31st January, 1866. CHESSON & WOODHALL.

INSURANCES.

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.—Policies of Insurance against Fire, upon Dwelling Houses and other Buildings in both the European and Native parts of the island of Bombay, continue to be issued by the undersigned on behalf of the above Company.
RITCHIE, STEUART & Co.

ROYAL EXCHANGE ASSURANCE CORPORATION.—Policies covering the risk of Fire on Merchandise and Buildings in Bombay are issued by
REMINGTON & Co.,
Agents, Royal Exchange Assurance Corporation.

Bombay, 16th August 1865.

THE COLONIAL LIFE ASSURANCE COMPANY.—Established 1846. Incorporated by Act of Parliament.

Edinburgh (Head Office) 5, *George Street.*
London, 3, Pall Mall, East.

The Local Board at Bombay are empowered to accept proposals and issue policies without reference to Head Office.

Moderate rates of Premium for India, and liberal conditions as to residence in other parts of the World.

Immediate reduction of Premium to Home Rates on return to Europe, without Medical Certificate.

Premiums received in any part of the World where Agencies have been established, and claims paid at home or abroad.

Annual Revenue of the Company...	£135,000
Accumulated Fund.........................	485,000
Subsisting Assurances, upwards of..	3,000,000

Further information will be supplied at the Company's Offices and Agencies.

By order of the Directers,
CARDWELL, PARSONS & Co.,
Agents and Secretaries to the Local Board.

Bombay, 31st March 1864.

POLICIES INDISPUTABLE.

ALBERT LIFE ASSURANCE COMPANY.

Established 1838.

For the Assurance of Lives and for Granting Annuities and Endowments.

HEAD OFFICES, 7, WATERLOO PLACE, PALL MALL, LONDON.

WITH BRANCHES AT CALCUTTA, MADRAS, BOMBAY, CEYLON, AGRA, AND HONGKONG,
And Agencies throughout Europe and India.

CAPITAL—HALF A MILLION STERLING.

Accumulated Fund upwards of £714,000. Revenue about £300,000.

New Business progressing at the rate of nearly £40,000 per annum in Premiums.

One of the distinguishing features of the Company has always been its prompt settlement of claims.

The sum paid to claimants up to the present time (inclusive of Bonuses) rather exceeds ONE MILLION AND A QUARTER STERLING.

BOMBAY BRANCH.

Local Board of Management.

Henry Edward Astley, Esq., (Ewart, Latham & Co.,) Merchant.
Framjee Nusserwanjee, Esq., Retired Merchant.
R. L. Tracey, Esq., (Messrs. Ritchie, Steuart & Co.,) Merchant.
Lyttleton H. Bayley, Esq., Barrister at Law.

Medical Officer.

Saville M. Pelly, Esq., F.R.C.S., Presidency Surgeon.

Solicitors.

Messrs. Bickersteth, Cleveland and Peile.

Acting Secretary.—G. Lucas Kemp, Esq.

Bankers.

The Bank of Bombay.
The Agra and United Service Bank.

ADVANTAGES OFFERED TO ASSURERS.

Policies indisputable. Bonuses triennial.

Lives assured through the Indian Branch may reside or travel in any part of the world except the Western Coast of Africa.

Immediate reduction to English rates on the lives Assured reaching Europe. Promptitude observed in issuing Policies. No charge for Entry-money, Policies or Medical Fees. Premiums may be paid in one sum, or Yearly, Half Yearly, Quarterly, or Monthly.

Thirty days of Grace allowed for Yearly and Half-yearly payments, and fifteen for Quarterly or Monthly.

Assignments of Policies registered without charge.

Assurances may be revived within six months of the date on which the Premium became due. Civil rates charged on the lives of Military Officers holding Civil appointments (Police and Constabulary Corps excepted). Policies may, at the time of being effected, be made payable in London at the rate of two Shillings sterling per Company's Rupee.

SPECIAL NOTICE.

The rates of Premium charged by this Company will be found upon comparison to be generally lower than those of other Offices:—The "With Profits" rates are very considerably lower, and in some cases amount to *little more than two-thirds* of what is charged, so that Assurers upon that scale secure an immediate and permanent advantage independently of further benefits derived from triennial divisions of Profits.

FOR EXAMPLE.

The following Premiums are required at the undermentioned ages for the Assurance of Rs. 1,000 for the whole term of life with Profits; the rates for the non-participating scale being about 10 per cent. lower:—

Age.	Civil.						Military.					
	Half-yearly.			Monthly.			Half-yearly.			Monthly.		
	Rs.	as.	p.	Rs.	as.	p.	Rs.	as.	p.	Rs.	as.	p
20	16	8	0	2	14	9	19	8	0	3	7	1
30	20	0	0	3	8	8	22	0	0	3	14	2
40	25	0	0	4	6	10	26	0	0	4	9	4
50	33	0	0	5	13	6	33	8	0	5	14	12
60	46	0	0	8	2	4	47	0	0	8	5	8

THE SHORT TERM PREMIUMS have recently been materially reduced, and the following examples show the Annual Premiums required for the assurance of Rs. 1,000 for the different periods at the respective Ages:—

Age.	Civil.				Military.			
	1 yr.	3 yrs.	5 yrs.	7 yrs.	1 yr.	3 yrs.	5 yrs.	7 yrs.
55	27	28	28	28	34	34	34	35
35	31	32	[illegible]	33	36	37	37	37
45	39	40	41	42	42	43	44	45
25	53	55	56	58	54	56	57	59

Half yearly, Quarterly and Monthly payments in proportion.

Annuities and Endowments granted on favourable terms and every description of Life Assurance Business transacted.

For further particulars, forms of Proposal, Report, Prospectuses, &c., apply to
G. LUCAS KEMP, Acting Secretary.

Bruce Lane, Bombay, 1st February, 1866.

THE LONDON ASSURANCE CORPORATION, FOR FIRE, LIFE, AND MARINE ASSURANCES.—INCORPORATED BY ROYAL CHARTER A.D. 1720.

HEAD OFFICE—No. 7, ROYAL EXCHANGE, LONDON, E.C.

JOHN ALEXANDER HANKEY, Esq.—*Governor.*
BONAMY DOBREE, Esq.—*Sub-Governor.*
PATRICK F. ROBERTSON, Esq.—*Deputy-Governor.*

DIRECTORS.

NATH. ALEXANDER, Esq.	HARRY GEO. GORDON, Esq.
J. ALVES ARBUTHNOT, Esq.	EDWIN GOWER, Esq.
RICH. BAGGALLAY, Esq.	SAM. GREGSON, Esq., M.P.
H. BONHAM BAX, Esq.	A. C. GUTHRIE, Esq.
JAMES BLYTH, Esq.	LOUIS HUTH, Esq.
EDWARD BUDD, Esq.	CHARLES LYALL, Esq.
MARK W. COLLET, Esq.	JOHN ORD, Esq.
CHARLES CRAWLEY, Esq.	Capt. R. W. PELLY, R.N.
SIR FRED. CURRIE, Bart.	DAVID POWELL, Esq.
F. G. DALGETY, Esq.	ALEX. TROTTER, Esq.
JOHN ENTWISLE, Esq.	WM. BRYCE WATSON, Esq.
ROBERT GILLESPIE, Esq.	LESTOCK P. WILSON, Esq.

JOHN LAURENCE, Esq., *Secretary.*
JOHN ANTHONY RUCKER, Esq., *Underwriter.*
ARTHUR H. BAILEY, Esq., *Actuary.*
THOS. B. BATEMAN, Esq., *Manager of the Fire Department.*
W. G. HUNTER, Esq., F. R. C. S., *Medical Referee in Bombay.*

LIFE DEPARTMENT.

This Corporation has granted Assurances on Lives for a period exceeding One Hundred and Forty Years, having issued its first Policy on the 7th June, 1721.

Two-thirds of the entire profits, without any deduction for expenses of management, are allotted to the Assured. This arrangement will be found to be more advantageous to the Policy holders than an apparently larger proportion of the profits, subject to the expenses of management. The profits are declared at the end of every five years, and the share of the Policy holders may be appropriated either in increase of the Sum Assured or as an immediate Cash payment.

Assurances may also be effected without participation in profits, at reduced Rates of Premium.

An allowance will be made for the surrender of Policies for the whole term of Life, on which not less than three years' premiums have been paid.

The Agents are empowered to accept proposals and to issue Policies.

Risks on Parsee and Eurasian Lives accepted at European rates.

FIRE DEPARTMENT.

Fire Insurances are effected at Moderate Rates upon every description of Property.

Floating Policies are granted at usual premiums.

MARINE DEPARTMENT.

Marine Insurances are effected at the current premiums.

The undersigned are prepared to issue Policies of the Corporation of the London Assurance as above, payable either here, in London, or at any of the undermentioned Agencies:—

Madras..................	Messrs. ARBUTHNOT, & Co.
Calcutta	„ MACKILLOP, STEWART, & Co.
Hong Kong	„ DENT & Co.
Shanghai	„ DENT & Co.
Mauritius	„ BLYTH & Co.
Melbourne	„ DALGETY & Co.
Launceston	„ DU CROZ & Co.
Hobart Town ...	„ Mr. LAVINGTON ROOPE.
Adelaide	„ ELDER & Co.
Sydney	„ FANNING GRIFFITHS & Co.
Dunedin............	„ DALGETY RUTTRAY & Co.

For further information and Prospectus apply to
EWART, LATHAM & Co.
Agents, London Assurance Corporation.

Bombay, 20th June 1865.

ALLIANCE BRITISH AND FOREIGN LIFE AND FIRE ASSURANCE COMPANY.

CAPITAL—FIVE MILLIONS STERLING.

Bombay Agency established 40 years.

President.

Sir Moses Montefiore, Bart., F.R.S.

Directors.

James Alexander, Esq.	James Helme, Esq.
Charles J. Barnett, Esq.	Sampson Lucas, Esq.
George H. Barnett, Esq.	Elliot Macnaghten, Esq.
Benjamin Cohen, Esq.	Thomas Masterman, Esq.
James Fletcher, Esq.	J. M. Montefiore, Esq.
William Gladstone, Esq.	Sir A. de Rothschild.
George J. Goschen, Esq., M.P.	Baron L. N. de Rothschild, M.P.
Samuel Gurney, Esq., M.P.	Thomas Charles Smith, Esq.

This Company offers to the Public the advantages of *complete security, prompt and liberal settlement of losses, and low rates of premium.*

Fire risks accepted and Policies issued by
REMINGTON & Co., Agents for Bombay.

IMPERIAL FIRE INSURANCE COMPANY.—LONDON.—POLICIES OF INSURANCE against Fire upon Houses and other Buildings, Household Furniture, Goods, Wares, and Merchandise, continue to be issued on behalf of the above Company by the undersigned.
CARDWELL, PARSONS & Co., Agents.

NORWICH UNION FIRE INSURANCE SOCIETY.—ESTABLISHED 1821.

Directors.

Charles Evans, Esq., Chancellor of the Diocese of Norwich;

President.

Edward Steward, Esq., Vice President.

George Durrant, Esq.	C. E. Tuck, Esq.
R. J. H. Harvey, Esq.	D. Dalrymple, Esq., M. D.
H. S. Patteson, Esq.	W. R. Clarke, Esq.
H. Browne, Esq	G. E. Simpson, Esq.
W. C. Hotson, Esq.	C. J. Cockburn, Esq.

Secretary.—Sir Samuel Bignold.

THE undersigned, having been appointed Agents for the above Society, are now prepared to take Fire risks at the current rates of premium.
FULCHER, COOPER & Co.,
Agents for the Society.

SOUNDY AND Co.,
7, RAMPART ROW.

RACE GLASSES.—The best procurable are our three-sight Binocular Glasses.

No. 1.—Small size, Ivory with gilt mountings, and tortoise-shell eye pieces	Rs. 70
„ 2.—Do. do. Russia leather gilt mountings, metal eye pieces	„ 70
„ 3.—Larger size, all black leather, with metal eye pieces	„ 65
„ 4.—Do. Brown Russia with gilt mountings, metal eye pieces, and with rings and swivel to silk cord to carry the glass (without the case) over the shoulder...	„ 80
„ 5.—Do. Mauve Russia and silver mountings, similar to No. 4	„ 80

** All the above have each three sights, "Theatre," "Field," and "Marine," and each Binocular has either a morocco folding case, or a leather sling case.

No. 6.—A large single sight Binocular of large field, black leather and metal frame	Rs. 35
„ 7.—Beautifully enamelled blue and flowered, with pearl dots, and mother o' pearl eye pieces, gilt mountings	„ 90

7 and 8, Rampart Row. SOUNDY & Co.

HARMONIPHONE MUSICAL BOXES, the Harmoniphone accompaniment to these boxes has a beautiful flute like effect. Ormolu mountings and feet, playing eight tunes, from Rs. 300. SOUNDY & Co.

CRUET STANDS.—Argentine Silver, with 6 or 7 Cut Glass Bottles, from Rs. 35 to 50.

HARMONIUMS.—An extensive assortment always kept in stock, small size in solid Oak cases, Five octaves of keys, expression stop. Rs. 150. Larger instruments, varying in size and number of stops, from Rs. 350 to Rs. 850 each.
SOUNDY & Co.

TABLE GLASSWARE.—A large stock of handsomely Cut Glassware of the newest design and best Crystal Glass, in sets for one dozen persons, either with or without Dessert services, at prices varying, according to patterns, from Rs. 150 to Rs. 250 the set.

An illustrated sheet of the various patterns sent free by post on application. SOUNDY & Co.

SALES BY AUCTION.

JOHNSTON & Co., 7, Church Gate Street.—On FRIDAY next, the 16th instant, Messrs. JOHNSTON & Co. will submit to Public Auction, a quantity of Household Furniture, consisting of Blackwood Wardrobes, Sofas, Teapoys, Chairs, with and without arms, Dressing Table, &c., large office Table, Photographic Chemicals, Iodide of Potassium, Bromide Ammonium, Nitrate of Potash, Pure Citric Acid Sugar of Milk, &c. &c., Stereoscopic Views, Carte de Visite Albums, with Portraits, Passee Partout Frames, Silver and Gold Watches, Jewellery, a quantity of Ay Mousseux Champagne, Sherry Wine, Paper Hangings, nine cases of Matches, Trichinopoly Cheroots, Herring's Magnetic Brushes, large Magic Lanthorns, &c. &c.

AND AT 1 P. M.

A Mail Phaeton.

ON COMMISSION.

One excellent Cottage Piano, with all the additions necessary to an article of the description fitted for the East Indies, by Sprague of Finsburry, London.

One Handsome Cottage Piano, with all the latest improvements, by Sprague of Finsburry, London.

RUSTOMJEE PESTONJEE, Auctioneer.

SALE BY PUBLIC AUCTION.

RUSTOMJEE PESTONJEE will sell by Public Auction, on MONDAY, the 19th instant, at his Rooms, No. 3, Meadow Street, opposite Roman Catholic Chapel, the undermentioned Goods, landed from ex *Royal Alice*, viz.: 8 Cases containing Tumblers and Wine Glasses, and 2 Cases of Envelopes.

ALSO,

By order of the Officiating Shipping Master.

The Effects of the deceased persons, consisting of a very large valuable Ship's Tool Chest complete, Wearing Apparel and Sundries, &c.

RUSTOMJEE PESTONJEE, Auctioneer.

8, Meadow Street, Bombay, 12th February 1866.

SADANUND SHRICRISTNAJEE & Co.

WEEKLY SALE.

TO-MORROW, TUESDAY, the 13th instant, Messrs. S. SHRICRISTNAJEE & Co. will hold their usual Weekly Auction Sale of Piece Goods, &c., when they will submit to public competition a large quantity of Grey Shirtings, Longcloths, &c., &c.

300 Pieces T. Cloths.
700 „ Grey Shirtings.
300 „ „ Chaderpots.
700 „ „ Madapollams.
300 „ „ Jacconets.
16 Pieces Woolen Cloth.
7 Cases T. R. Sarries.
7 „ Grey Dhoties,
5 „ Do 40 inches.
10 „ Do. 45 „
5 „ Do. Moogasady.
4 „ T. R. saries.
2 Cases Alabaster Vases.

By order of Messrs. A. H. Huschke & Co., and on account and risk of the Indentor, Messrs. Sykes & Co.:—

22 Cases of Glass Chandeliers, Wall Brackets, and fancy Ornamental Glassware.

S. SHRICRISTNAJEE & Co

Forbes Street, 12th February 1866.

CRAWFORD & Co., 3, Marine Street, Bombay.

USUAL AUCTION SALE.

THIS DAY, MONDAY, the 12th instant Messrs. CRAWFORD & Co. will sell by Public Auction, at their Rooms:—

1500 Pieces Grey Madapollams.
800 „ „ Shirtings.
700 „ „ Jacconets.
1000 „ „ T. Cloth.
3 Hhds. Lamps.
11 Hhds Handsome Dinner Sets.
30 Cotton Gins quite new.
11 Cases T. Red Sarries, 55 by 2¼, 45 by 2, 41 by 2¼, 45 by 2¼.
80 Pieces Canvas.
24 „ Leather Cloth.
1 Case Plated Cash Beading.
6 Casks Porter.
A few Hobbs' and Chubs' Cash Boxes.
A few lots of Office Furniture;

An Invoice of 90 Cases fresh Oilmanstores from Cross and Blackwell, London, landed ex *William Ritson*, consisting of West India, Oriental, and mixed Pickles, French Olives, Capers, assorted Sauces, Syrup, Essence Coffees, Raspberry Vinegar, Salad Oil, White Wine Vinegar, Durham Mustard, Tapioca, mixed Peel, Caraway Seeds, Currants, Crystalized Fruits, Potted Meat, Jams and Jellies, Tart Fruits, Muscatel Raisins, Figs, Isinglass, Cocoa Paste, Normandy Peppers, Pearl Barley, Chocolate, viz., Eufans Sante, Vanille Funbres Paste, Mexican Sante, Neapolitan Paste, Cigars, Correspondence Creems, Liqueurs, Pistaches, Oxford and Bologue Sausages, Macaroni and Vermicelli, Oatmeal, Salmon, Mushrooms, Oysters, Lobsters, Herrings, Herring a la Sardin, Chedder and Berkley Cheese, Wilts Bacon, York Hams, &c.

AT 2 P. M.

A very handsome double seated circular fronted Brougham, built expresely to order, by Hutchinson and Otto Dorchester, and a serviceable second-hand Palanqueen Shigram.

SALE OF VALUABLE JEWELLERY.

THIS DAY, MONDAY, the 12th inst., at 2 P.M., Messrs. CRAWFORD & Co. will sell by Public Auction at their Rooms, on account of the Mortgager, the following valuable Jewellery:—

1 Pair Diamond and Pearl Ear-Ornaments "Currunfool."
1 Do. do. small.
1 Large Diamond Ring.
1 Diamond and Pearl Neck Ornament "Chumpakully."
4 Diamond and Emerald Rings.
Several Ruby and Emerald Rings.
1 Pearl Button weighing upwards of 100 chovs.

SALE OF SHARES.

THIS DAY, MONDAY, the 12th inst., at 2 P.M., Messrs. CRAWFORD & Co. will sell by Public Auction, in the Share Bazar, by order of H. T. Binks, Esq., on account of Hajee Soomar Essa:—

35 Shares of the Guzerat Bank.

SALE OF THE SHIP "PRINCE OF WALES."

Notice is hereby given, that the Ship *Prince of Wales*, will be sold by Public Auction, on account of the underwriters, by Messrs. CRAWFORD & Co., on THURSDAY, the 15th day of February, instant, at 3 o'clock, at their Rooms, in the Marine 3rd Street. The Ship will be sold as she now lies in Bombay Harbour, with all her Masts, Tackle, Stores, &c., a list of which can be seen at the Auctioneer's office.

TEAK LOGS, PLANKS AND SLEEPERS, CEDAR BOARDS AND BATTENS, OAKSTAVES, &c., &c.

On THURSDAY, the 22nd February, Messrs. CRAWFORD & Co. will submit to PUBLIC AUCTION, at the Tank Bunder, a quantity of Timber landed ex-*Reaper* and *Betsham*, consisting of *Teak Logs square*, ranging from 10 to 48 feet in length and 10 to 24 inches square. *Planks* of various sizes, *Scantling* of lengths from 3 to 22 feet, Sleepers, *Yellow Pine Deal*, &c. &c.

N. B.—Catalogues with full specification of each lot are ready and can be had on application to the undersigned.

IMPORTANT TO CONTRACTORS AND BUILDERS, SALE OF A STONE QUARRY BY PUBLIC AUCTION.

Messrs. CRAWFORD & Co. are instructed to submit to Public Auction, at their Rooms, in Bombay, at 3 P. M., on TUESDAY, the 27th instant, a large and valuable Stone Quarry, situated at Persick, adjoining the G. I. P. Railway, not far from Tanna, and possessing easy water communication with Bombay.

N. B.—A deposit of 30 per cent. of the purchase money must be paid at the time of sale.

For all further particulars as to the terms and conditions of sale and the tenure of the property, apply to the undersigned.

FOR PRIVATE SALE.

WESTON'S PATENT PULLEY BLOCKS.—A few sets of 1, 2, 3 and 4 ton power, with 36 feet chain.

PORTLAND CEMENT.—A few casks at a low price to close account.

TENTS.—A Subaltern's nearly new and a second hand Bichoba.

CARRIAGE.—A light self-driving Park Phaeton.

RACING WHERRY.—Singapore-built, fitted for two pairs sculls.

PIANO-FORTE.—An excellant Mahogany Square, by Broadwood and Sons, imported only last year.

HARMONIUM.—Rosewood with ten stops, fine tone.

Bombay, 12th February 1866. CRAWFORD & Co.

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